



# Collision Data Overview By Supervisorial District

For Unincorporated Orange County



# Project Overview



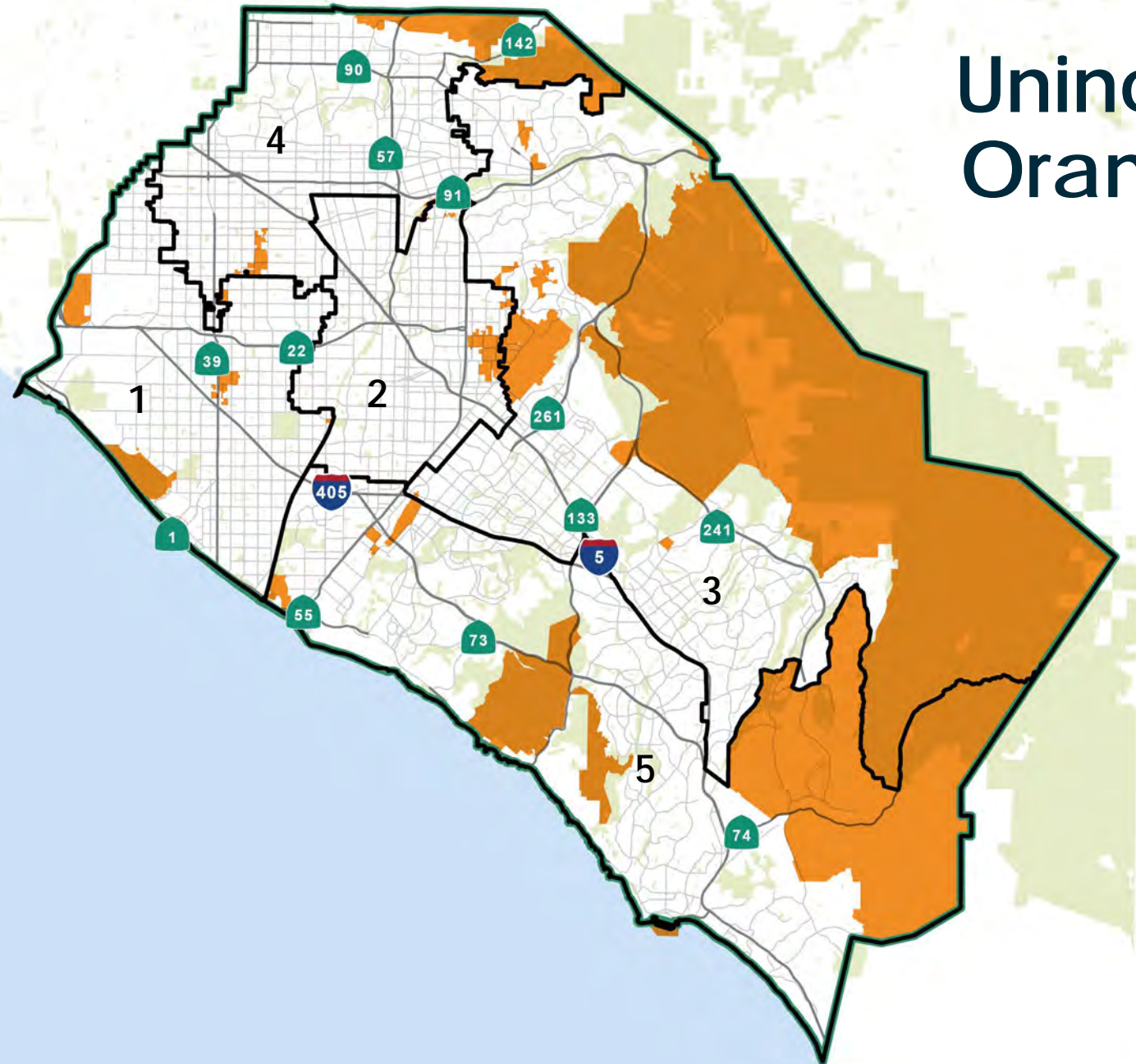
# What's the Purpose of the Project?




Develop a Local Road Safety Plan (LRSP) for Unincorporated Orange County communities:

- Incorporates Vision Zero and Safe Systems Approach principles
- Evaluates existing conditions and identifies issues and risk factors
- Incorporates engagement with a focus on underserved communities
- Results in prioritized list of actions and improvements



# Unincorporated Orange County



-  County Boundary
-  Unincorporated Communities
-  Supervisor Districts



# Collision Data Overview



# Collision Data

## 5-Year Period:

2019 – 2023

## Source:

Transportation Injury Mapping Systems (TIMS)

## Collision Type:

Injury (excludes “property damage only”)

## Locations Included:

- Unincorporated Orange County Roadways maintained by Public Works (within 100')
- Unincorporated Orange County maintained traffic signals (within 250')
- State Route 74

## Overview:

All Injury Collisions	1,494
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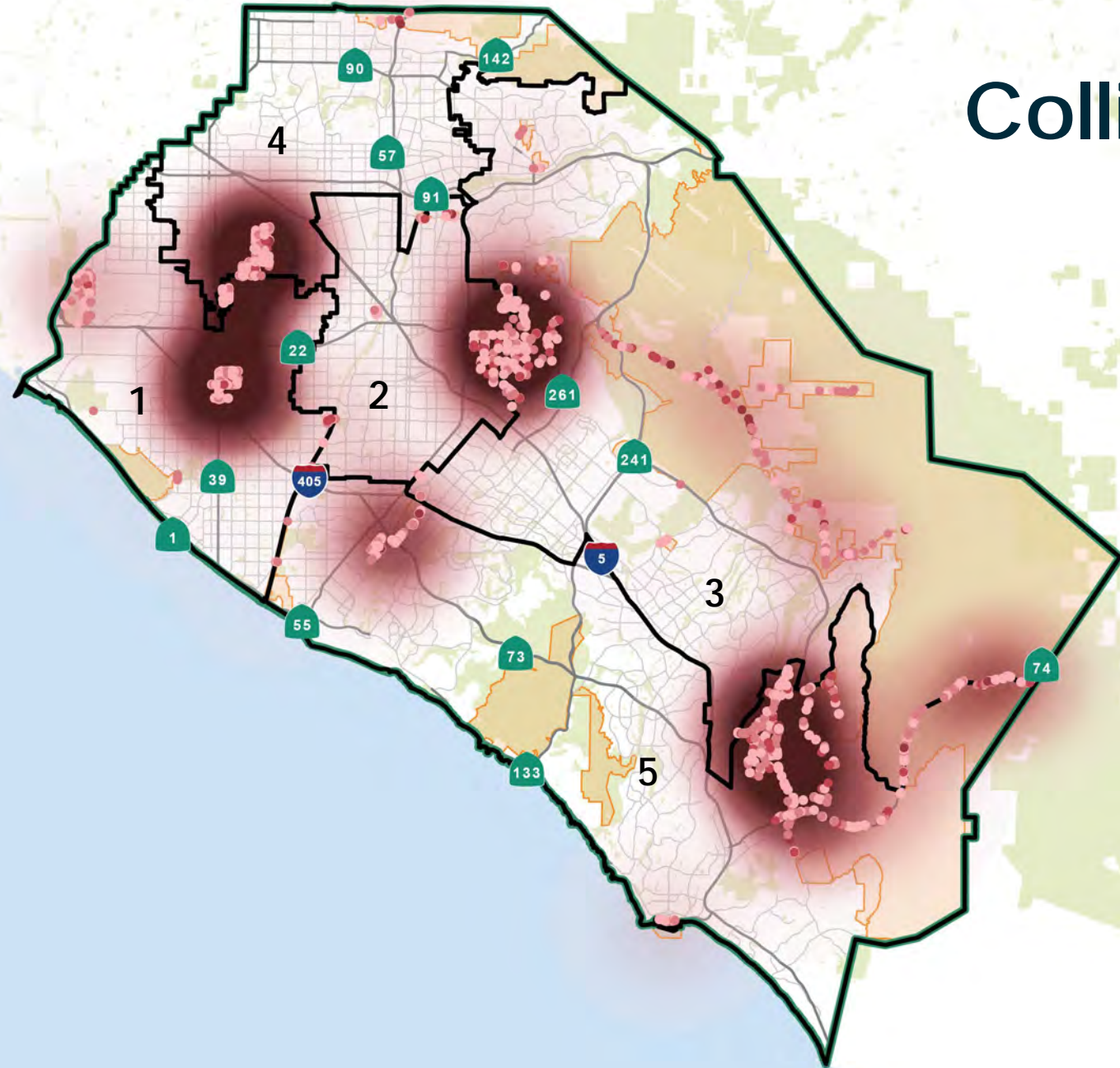
## Injury Collisions By Severity:

Complaint of Pain	748 (50%)
Other Visible Injury	551 (37%)
Severely Injured	154 (10%)
Fatality	41 (3%)



# Collision Density

2019-2023, Unincorporated  
Orange County



- County Boundary
- Supervisor Districts
- Unincorporated Communities
- Low Collision Density
- High Collision Density

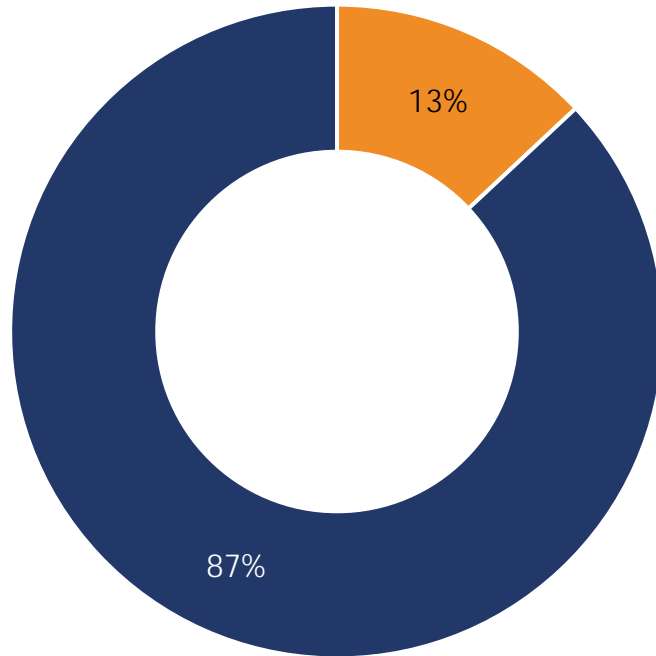
Collision Severity

- Fatal Injury
- Severe Injury
- Minor Injury
- Complaint of Pain



# Killed or Severely Injured (KSI) Collisions

2019-2023, Unincorporated Orange County



■ KSI Collisions ■ Other Injury Collisions

Roughly 300 injury collisions occur per year on Unincorporated Orange County roadways.

13% of injury collisions involved victims who were killed or severely injured.

On average, 11 people lose their lives on Unincorporated Orange County roadways each year.

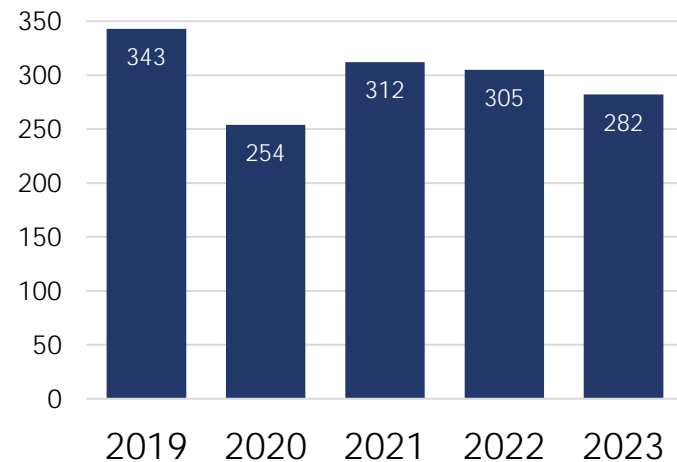


# Collisions by Year

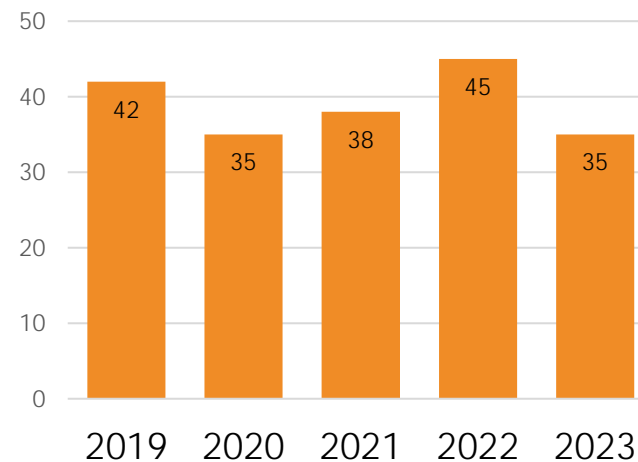
2019-2023, Unincorporated Orange County

Between 2019 and 2023, the number of injury crashes decreased by 18%, but the number of fatal crashes in 2023 remains the same as in 2019 (10 per year).

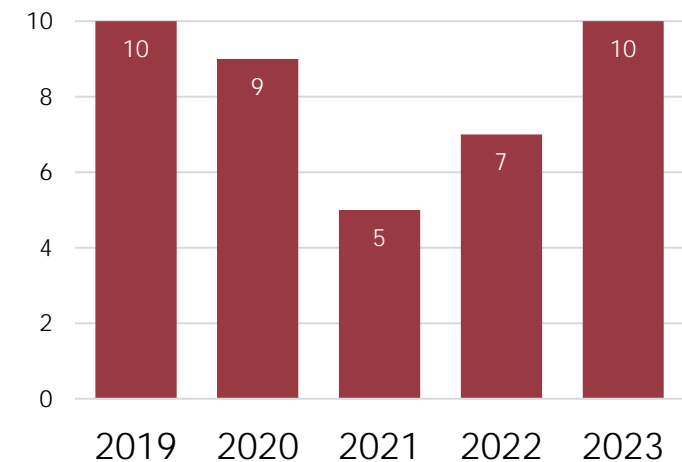
### All Injury Collisions



### KSI Collisions



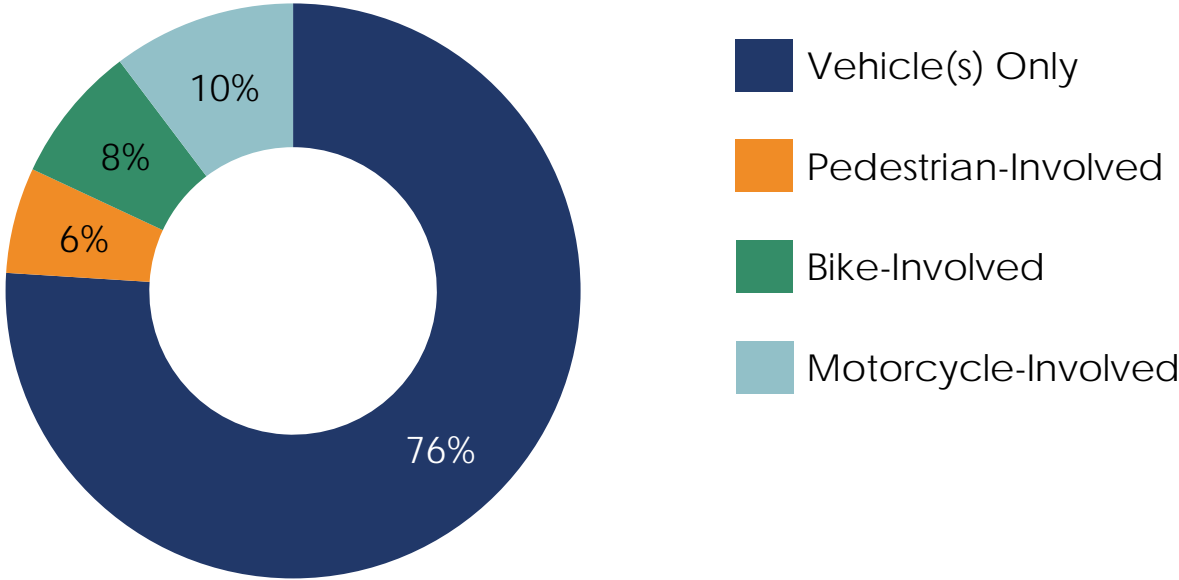
### Fatal Collisions



# Collisions by Mode

2019-2023, Unincorporated Orange County

## All Injury Collisions



## All Injury Collisions By Mode:

Vehicle(s) Only	1139 (76%)
Motorcycles	154 (10%)
Bikes	116 (8%)
Pedestrians	89 (6%)

- Note:
- 1 collision involved both motorcyclists & pedestrians
  - 1 collision involved both motorcyclists & bikes
  - 2 collisions involved both pedestrians and bikes

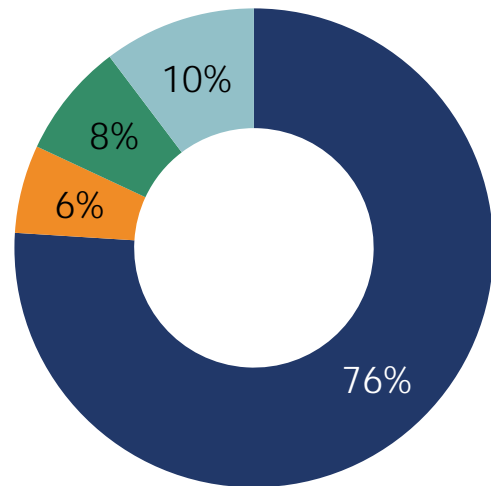


# Collisions by Mode

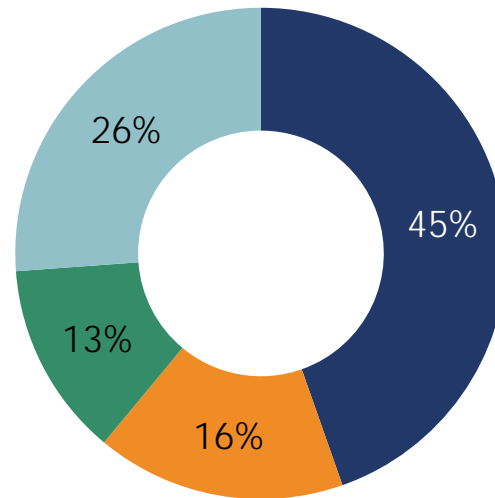
2019-2023, Unincorporated Orange County

Roughly 55% of KSI collisions and 66% of fatal collisions involved someone walking, biking, or riding a motorcycle.

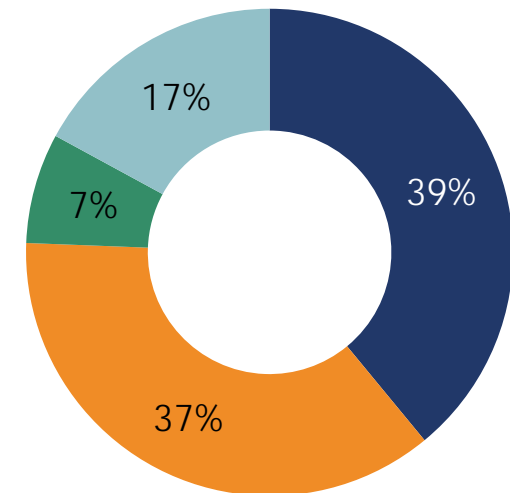
## All Injury Collisions



## KSI Collisions



## Fatal Collisions



Vehicle(s) Only

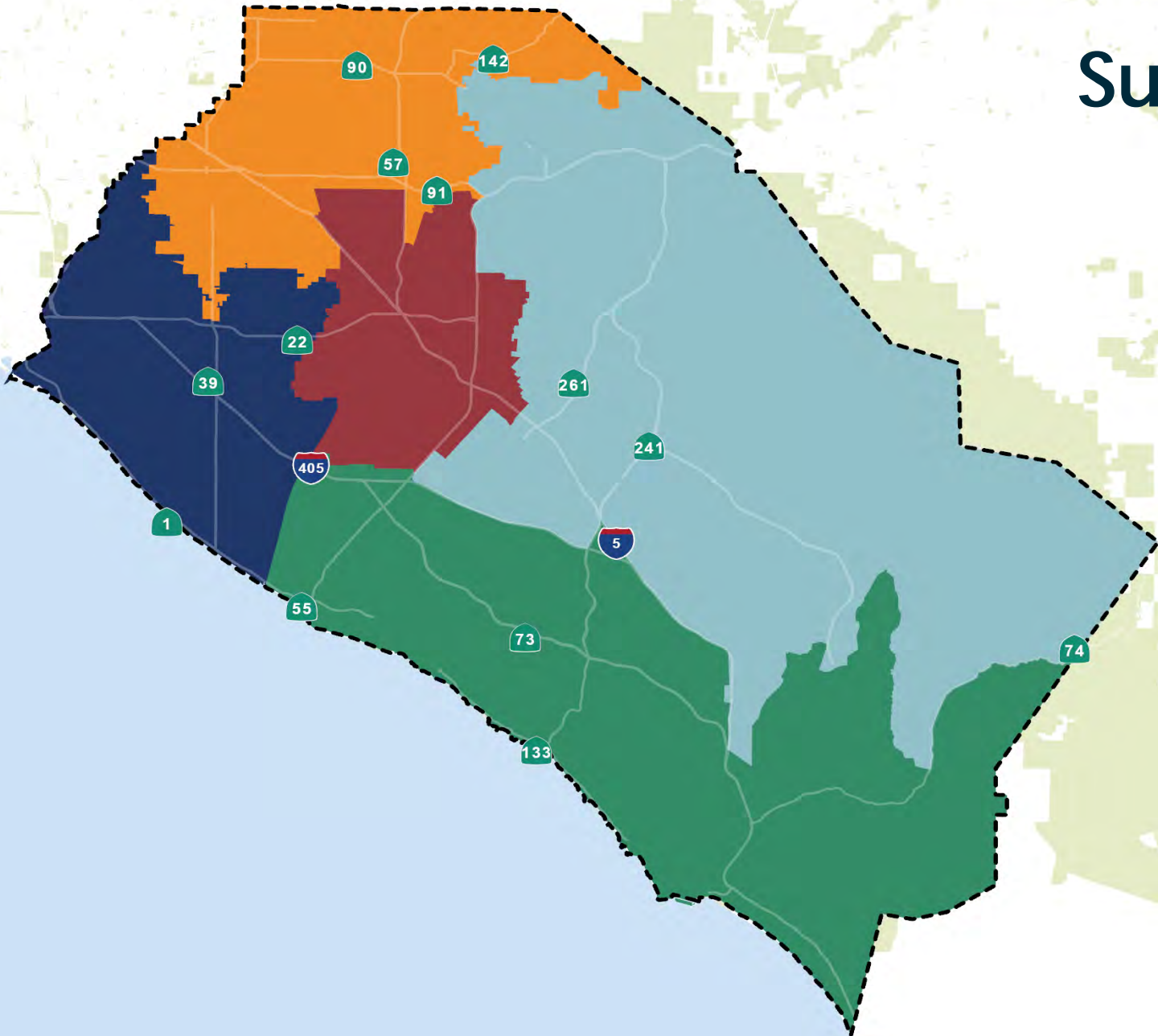
Pedestrian-Involved


Bike-Involved

Motorcycle-Involved








# Supervisory Districts



 County Boundary

Supervisor District

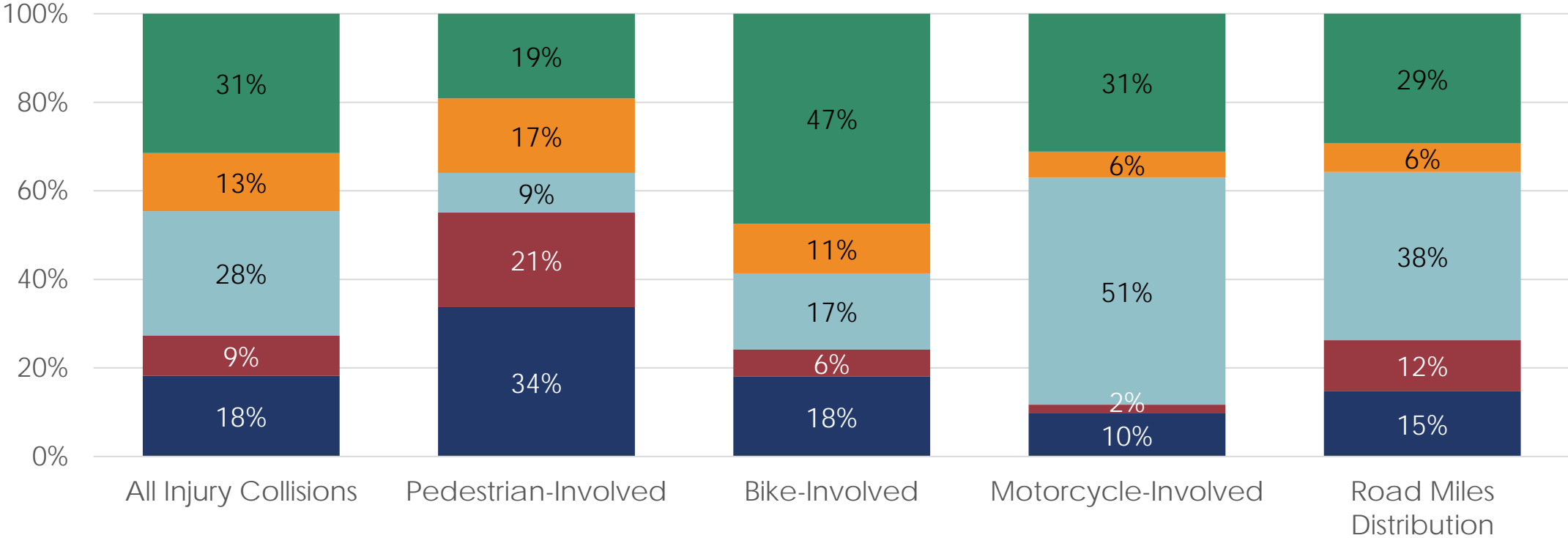
-  1
-  2
-  3
-  4
-  5



# Collisions by Supervisorial District

2019-2023, Unincorporated Orange County

**Key Takeaway:** Injury collisions are generally proportional to the distribution of road miles; however, the proportion of collision types by transportation mode varies across Supervisorial Districts.



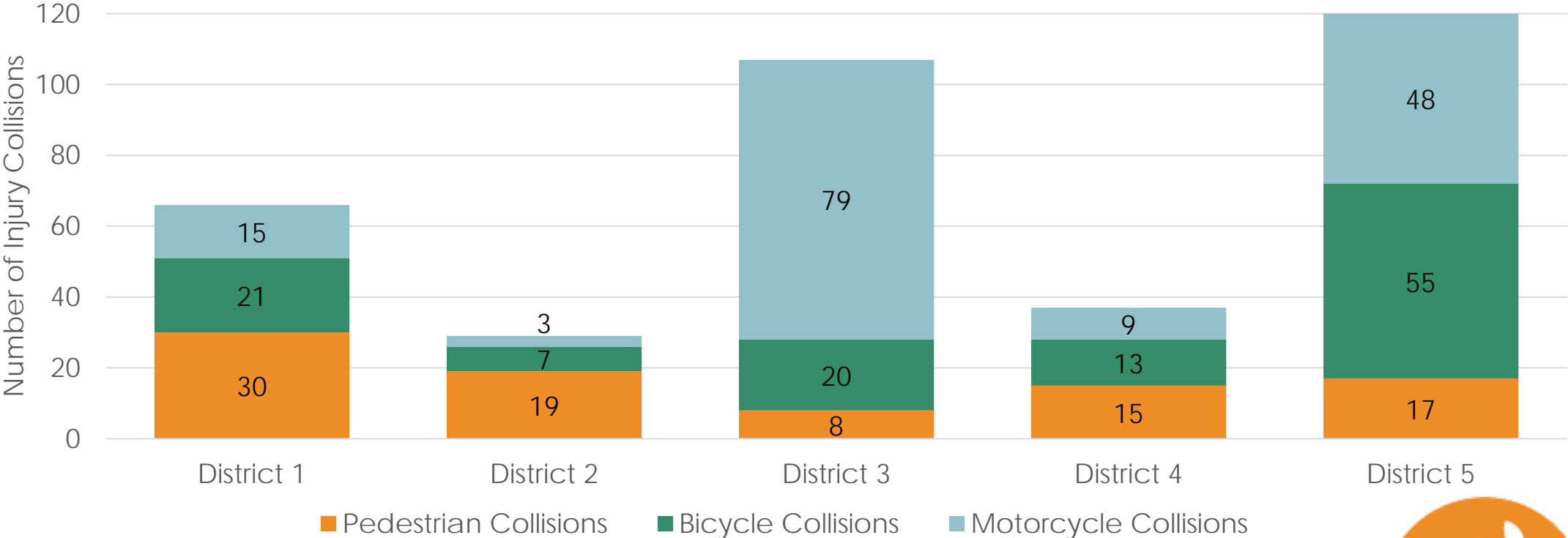
■ District 1  
 ■ District 2  
 ■ District 3  
 ■ District 4  
 ■ District 5



# Collisions involving Vulnerable Road Users

2019-2023, Unincorporated Orange County

**Key Takeaway:** District 1 had the highest number of Pedestrian Collisions, District 3 had the highest number of Motorcycle collisions, and District 5 had the highest number of Bicycle Collisions.



# Supervisory District 1

COLLISION TRENDS SUMMARY



# Supervisory District 1

## 5-Year Period:

2019 – 2023

## Source:

Transportation Injury Mapping Systems (TIMS)

## Collision Type:

Injury (excludes “property damage only”)

## Unincorporated Communities:

- Dale/Augusta Island
- Fountain Valley Island
- Midway City
- Rossmoor

## Overview:

All Injury Collisions	272
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## Injury Collisions By Severity:

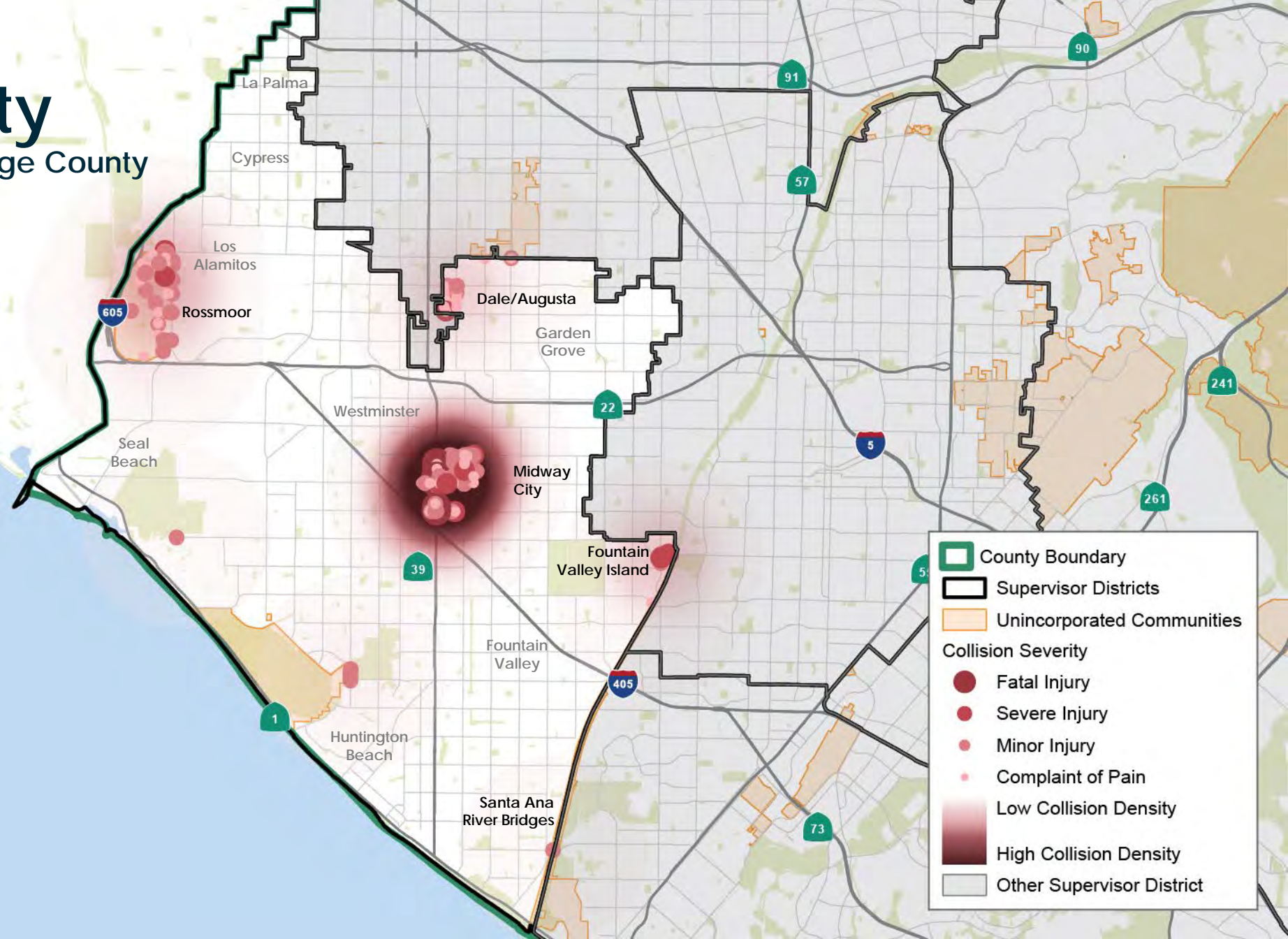
Complaint of Pain	167 (61%)
Other Visible Injury	84 (31%)
Severely Injured	13 (5%)
Fatality	8 (3%)



# Collision Density

2019-2023, Unincorporated Orange County  
Supervisorial District 1

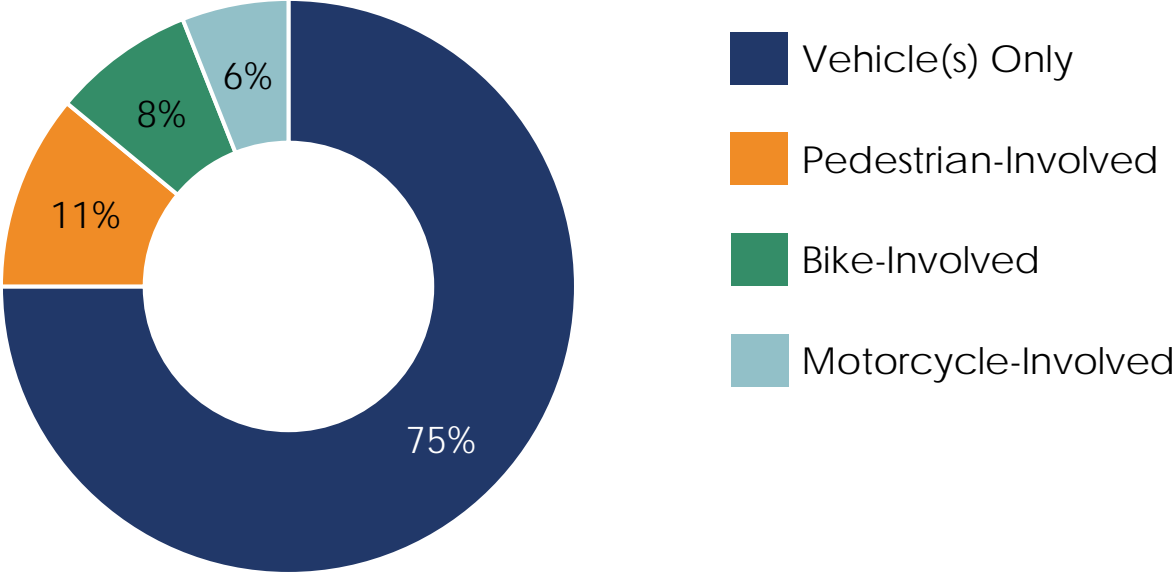
Los Angeles  
County



# Collisions by Mode

2019-2023, Unincorporated Orange County  
Supervisorial District 1

### All Injury Collisions



### All Injury Collisions By Mode:

Vehicle(s) Only	206 (75%)
Pedestrians	30 (11%)
Bikes	21 (8%)
Motorcycles	15 (6%)

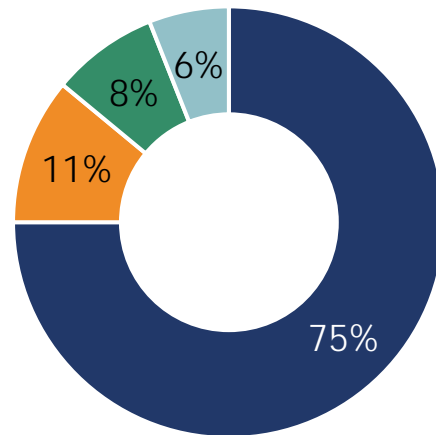


# Collisions involving Vulnerable Road Users

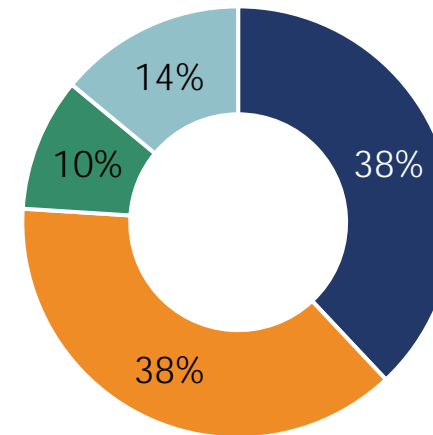
2019-2023, Unincorporated Orange County  
Supervisorial District 1

Collisions involving pedestrians, bicyclists, or motorcyclists account for 25% of all injury collisions, but disproportionately make up 62% of those resulting in fatalities or serious injury.

## All Injury Collisions



## KSI Collisions



Vehicle(s) Only

Pedestrian-Involved

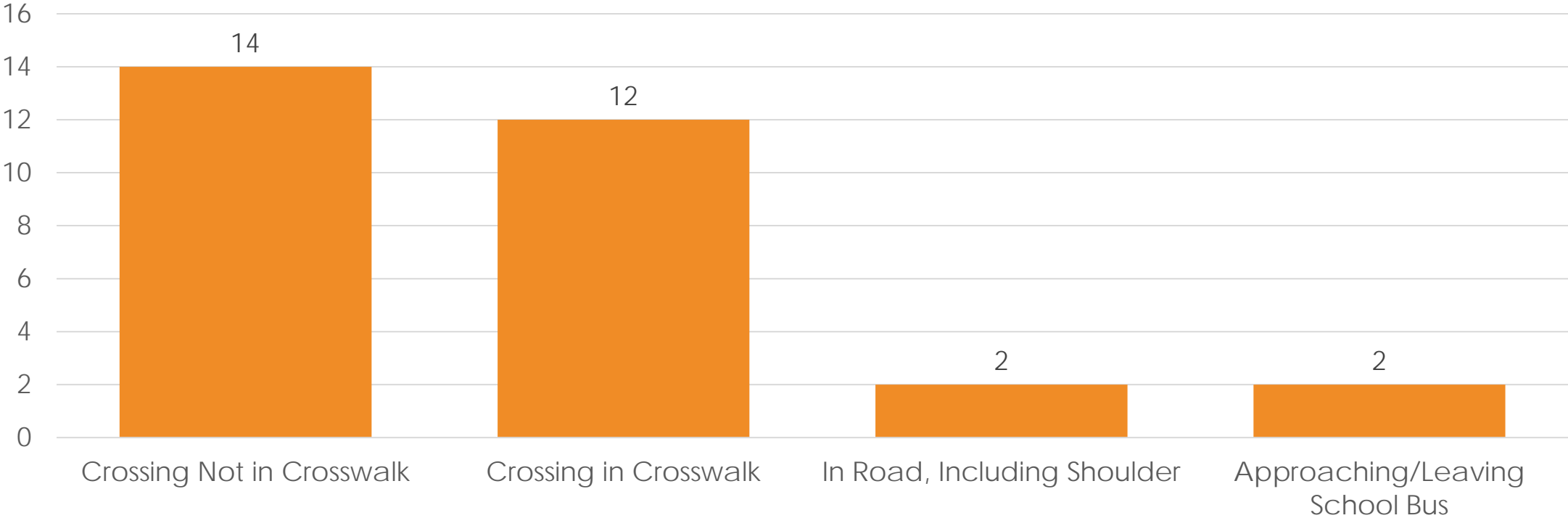
Bike-Involved

Motorcycle-Involved



# Pedestrian Actions Before Collision (All Injury)

2019-2023, Unincorporated Orange County  
Supervisorial District 1

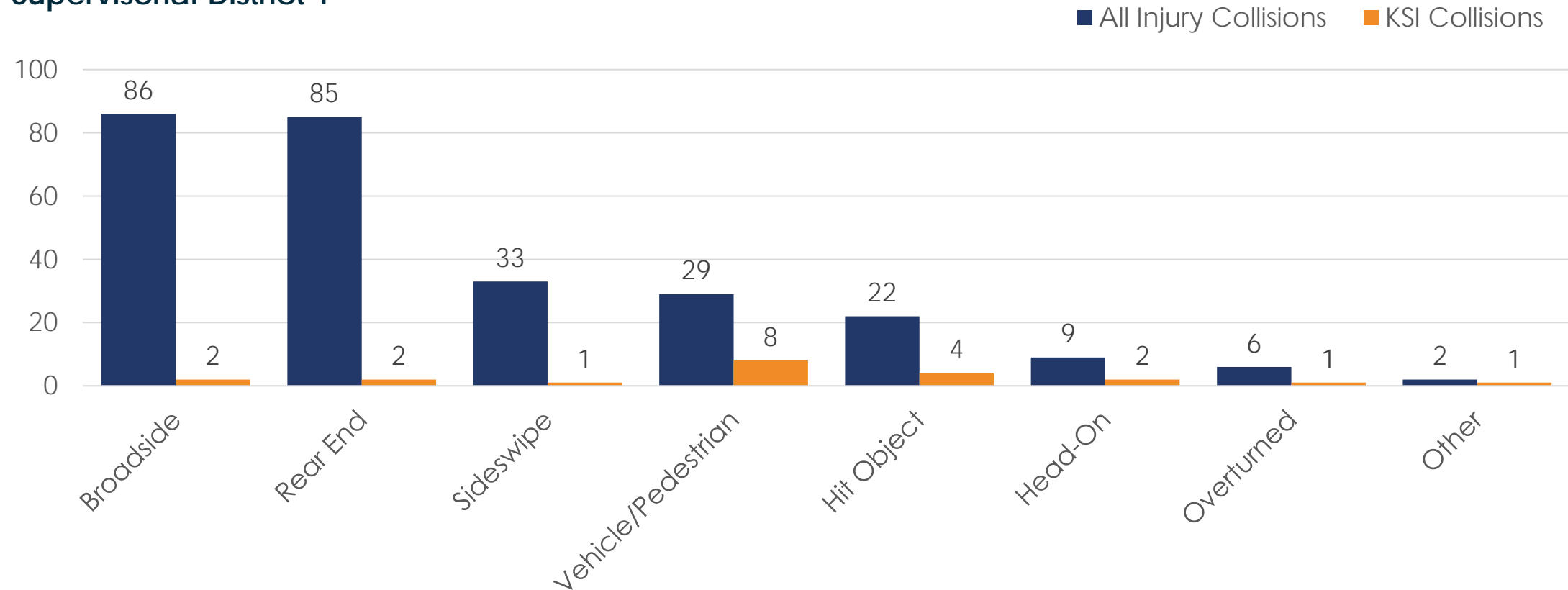


**Key Takeaway:** Nearly half of injury collisions involving pedestrians occurred in locations without dedicated pedestrian facilities.



# Collision Type

2019-2023, Unincorporated Orange County  
Supervisorial District 1

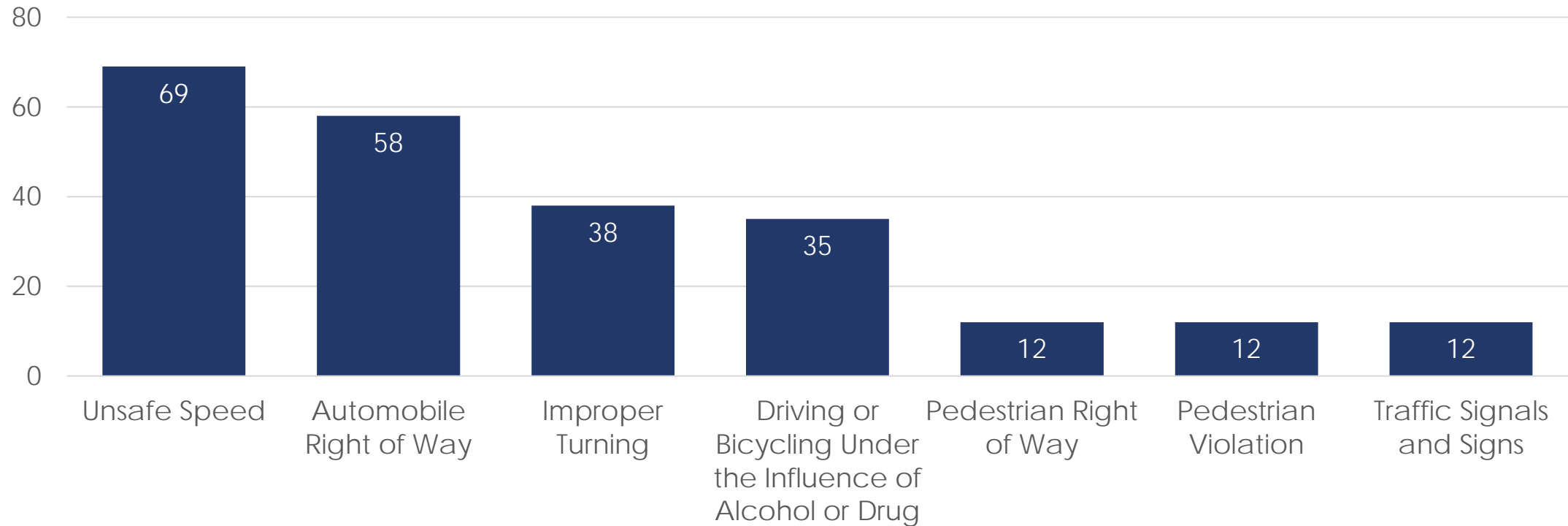


**Key Takeaway:** Although Rear-End and Broadside collisions are the most common, Vehicle/Pedestrian collisions result in the highest number of fatalities or serious injuries, followed by Hit Object collisions.



# Top Violations (All Injury Collisions)

2019-2023, Unincorporated Orange County  
Supervisorial District 1



**Key Takeaway:** Unsafe Speed is the leading violation for injury collisions, followed by Right-of-Way violations and Improper Turning (i.e., turning violations).



# Additional Factors

2019-2023, Unincorporated Orange County  
Supervisorial District 1

All Injury  
Collisions



14% Involved Alcohol



11% were Hit & Runs

KSI Collisions



19% Involved Alcohol

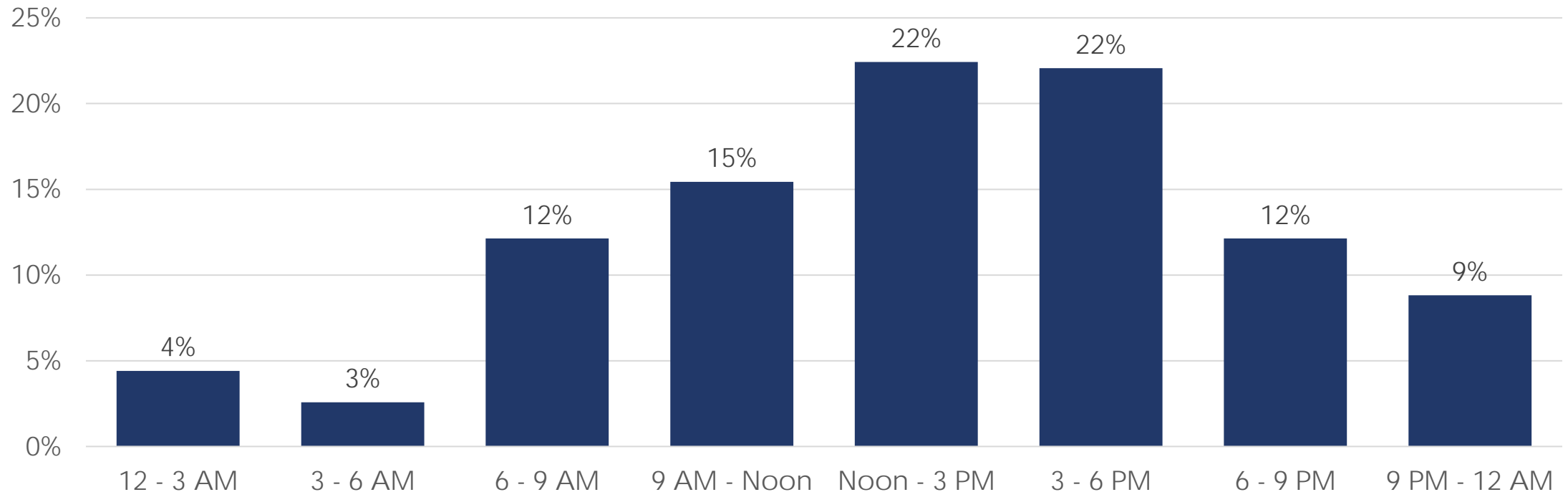
None were Hit & Runs

**Key Takeaway:** 14% of injury collisions involved an impaired road user. The percentage increases to 19% for KSI collisions.



# Time of Day (All Injury Collisions)

2019-2023, Unincorporated Orange County  
Supervisorial District 1

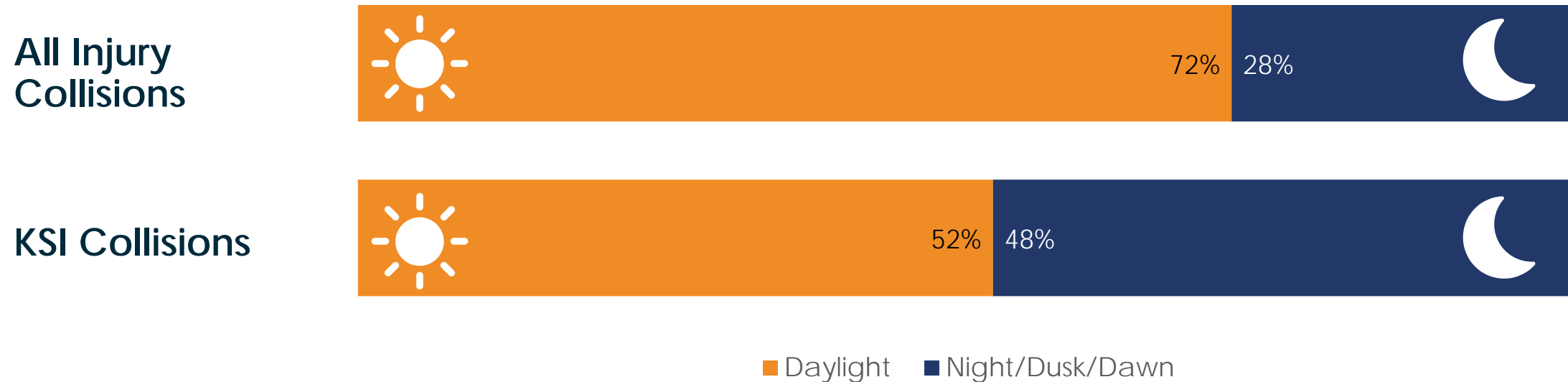


**Key Takeaway:** The largest share of injury collisions occurred in the afternoon/evening between 12 – 6 PM when many people are returning from work or school.



# Time of Day

2019-2023, Unincorporated Orange County  
Supervisorial District 1

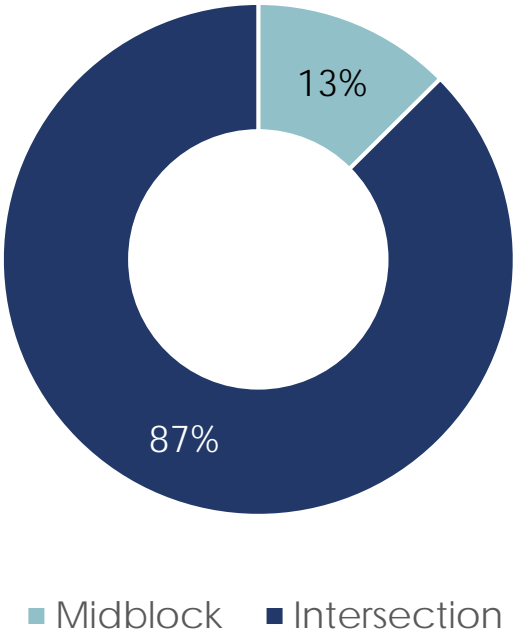


**Key Takeaway:** While only 28% of injury collisions occur at night, 48% of collisions resulting in fatalities or serious injury occur at night, highlighting a significant disparity in crash severity after dark.

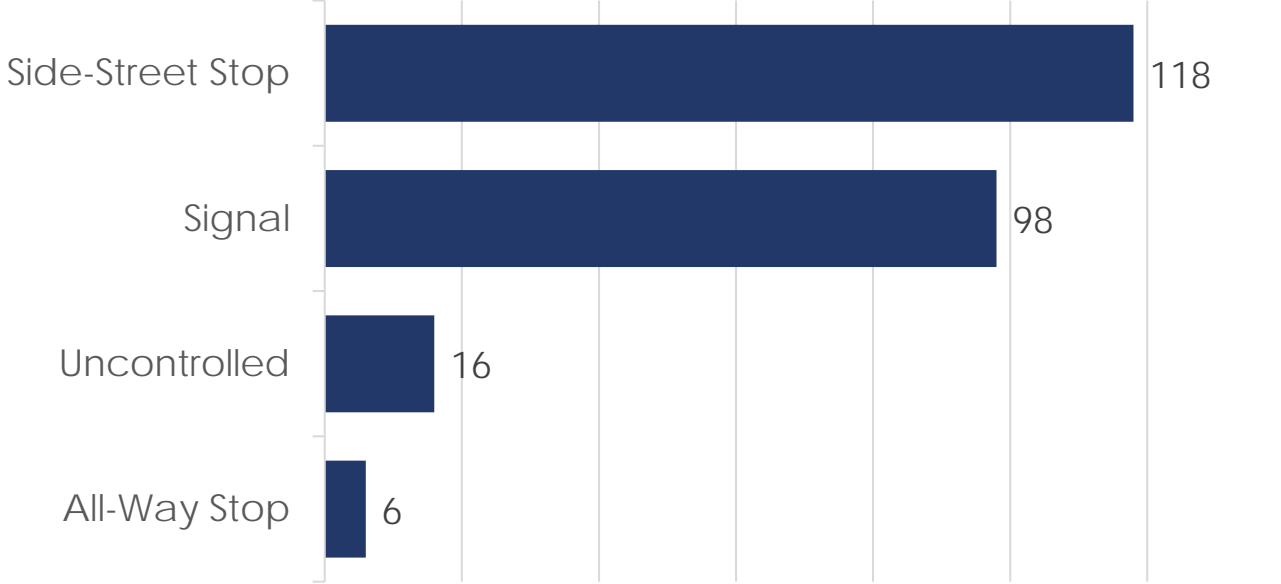


# Location (All Injury Collisions)

2019-2023, Unincorporated Orange County  
Supervisory District 1



## Intersection Control

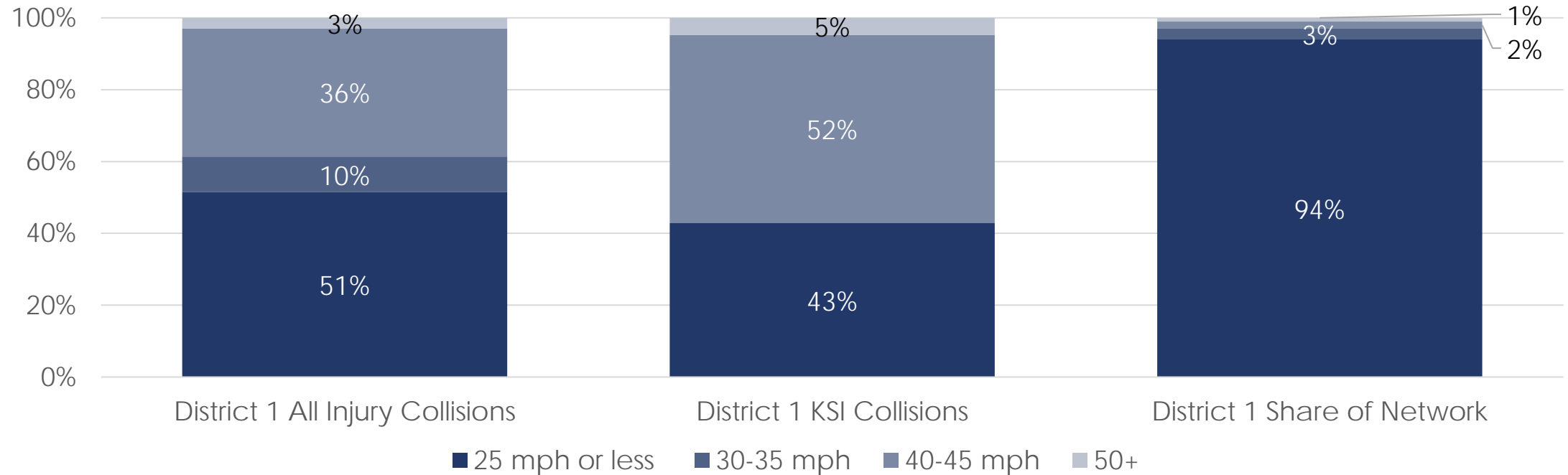


**Key Takeaway:** Most injury collisions (87%) occurred at intersections. Of the injury collisions that occurred at intersections, most occurred at side-street stop-controlled intersections.



# Posted Speed (All Injury Collisions)

2019-2023, Unincorporated Orange County  
Supervisorial District 1

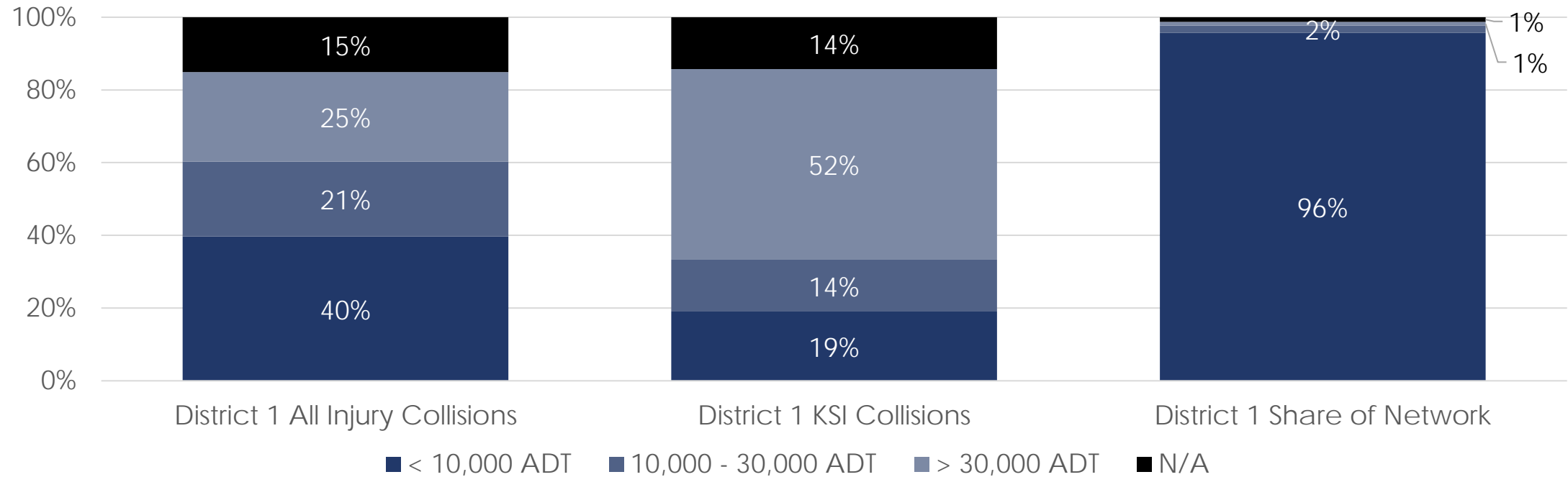


**Key Takeaway:** Even though roads with speed limits of 40 mph or more make up just 3% of the streets within Unincorporated Orange County in Supervisorial District 1, they are where 39% of injury crashes and 57% of serious or fatal crashes happen—showing that higher-speed roads carry a much greater risk of injury.



# Average Daily Traffic (All Injury Collisions)

2019-2023, Unincorporated Orange County  
Supervisorial District 1

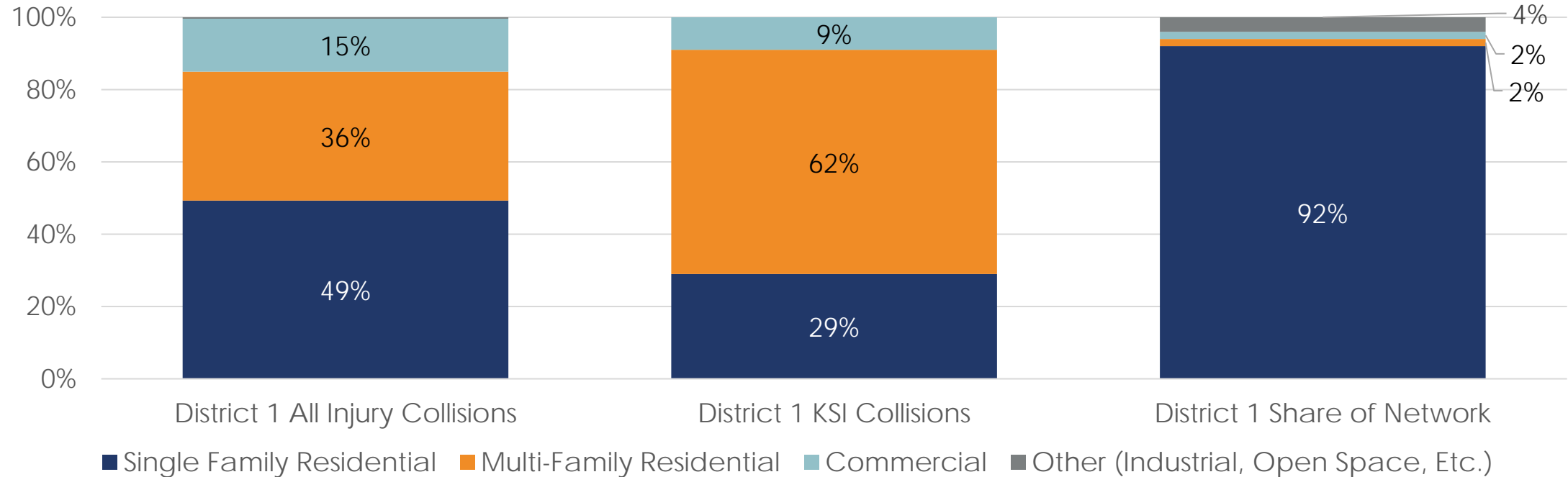


**Key Takeaway:** Roads that carry more than 10,000 vehicles a day make up only 3% of the network within Unincorporated Orange County in Supervisorial District 1, but they're the location of 46% of injury and 66% KSI collisions —showing a much higher risk of injury on busy roads.



# Land Use Distribution (All Injury Collisions)

2019-2023, Unincorporated Orange County  
Supervisorial District 1



**Key Takeaway:** Collisions within Unincorporated Orange County in Supervisorial District 1 disproportionately occur near Multi-Family Residential and Commercial Land-Uses at higher rates than other Land-Uses.

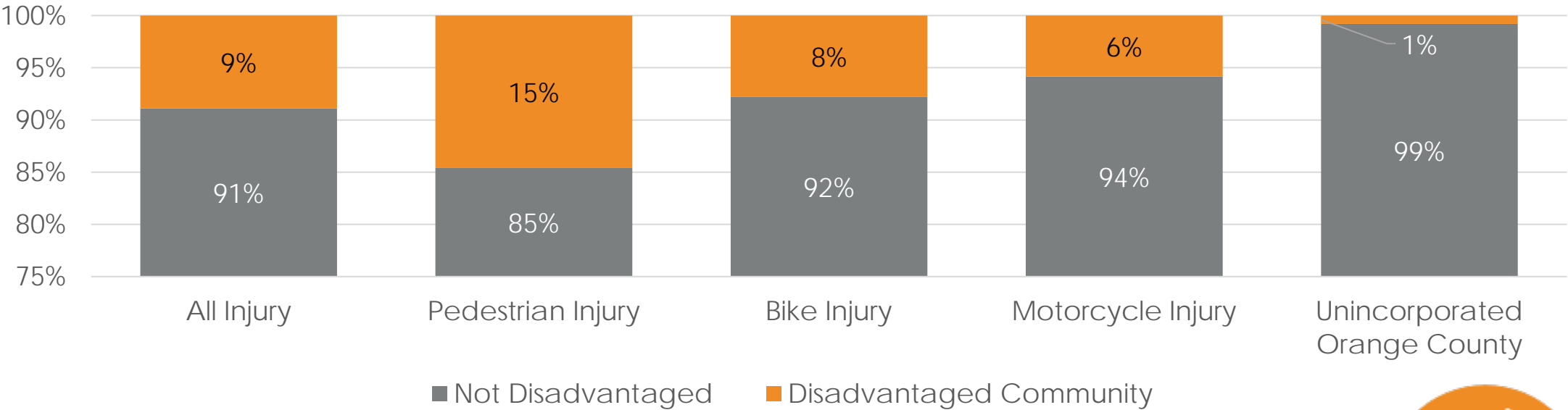


# Disadvantaged Communities

2019-2023, Unincorporated Orange County  
Supervisorial District 1

Disadvantaged Communities within Unincorporated Orange County include Dale/Augusta Island and Portions of Midway City in Supervisorial District 1.

A disproportionate number of injury collisions, particularly those involving pedestrians, occur in proximity to areas designated as Disadvantaged Communities.



Source: 2022 California SB 535 CalEnviroScreen Data.

# Supervisory District 2

COLLISION TRENDS SUMMARY



# Supervisory District 2

## 5-Year Period:

2019 – 2023

## Source:

Transportation Injury Mapping Systems (TIMS)

## Collision Type:

Injury (excludes “property damage only”)

## Unincorporated Communities:

- El Modena
- El Modena - North
- Olive Heights Island
- North Tustin

## Overview:

All Injury Collisions	136
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## Injury Collisions By Severity:

Complaint of Pain	83 (61%)
Other Visible Injury	42 (31%)
Severely Injured	8 (6%)
Fatality	3 (2%)

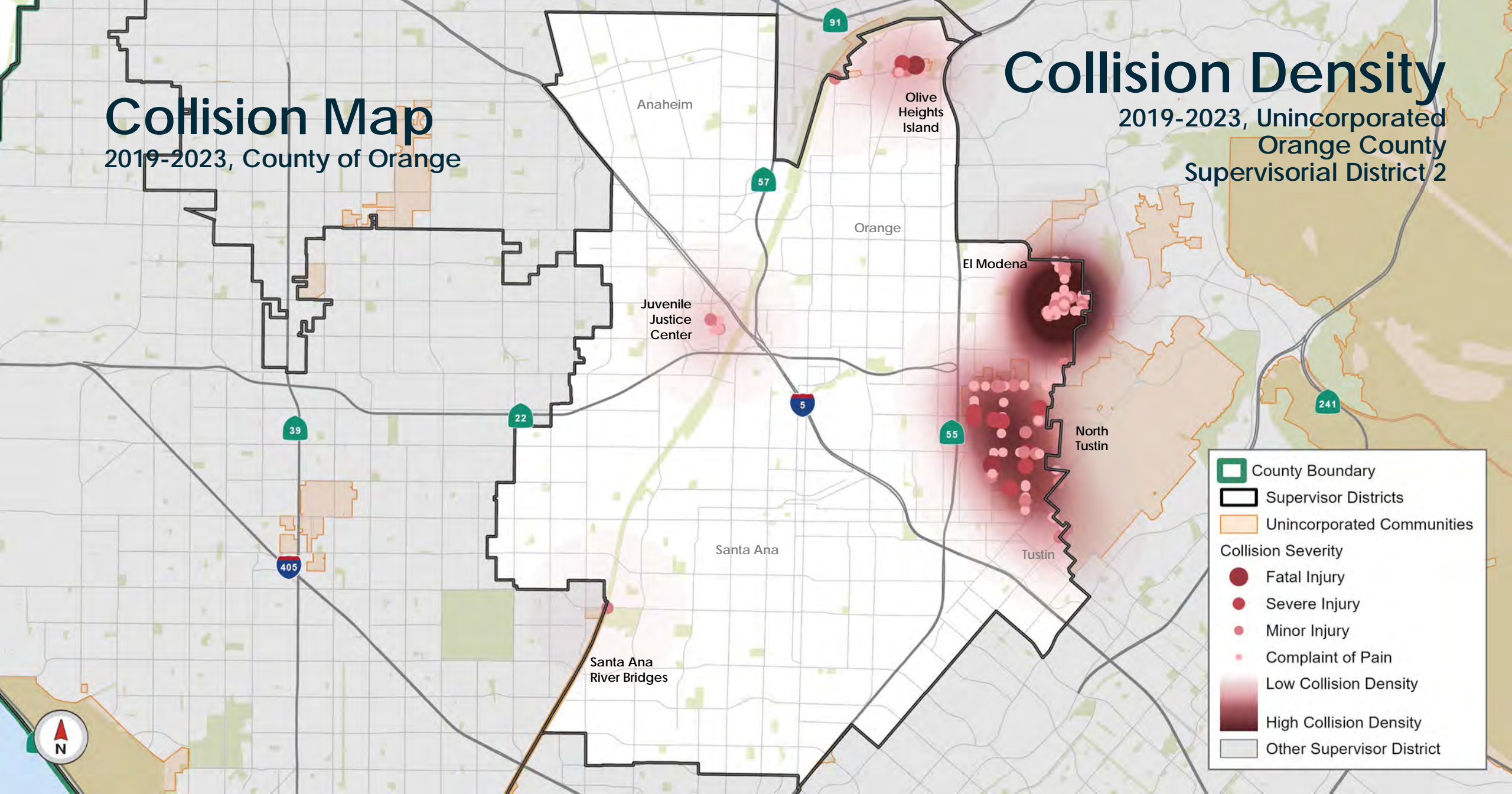


# Collision Map

2019-2023, County of Orange

# Collision Density

2019-2023, Unincorporated  
Orange County  
Supervisorial District 2



- County Boundary
- Supervisor Districts
- Unincorporated Communities

Collision Severity

- Fatal Injury
- Severe Injury
- Minor Injury
- Complaint of Pain

Collision Density

- Low Collision Density
- High Collision Density

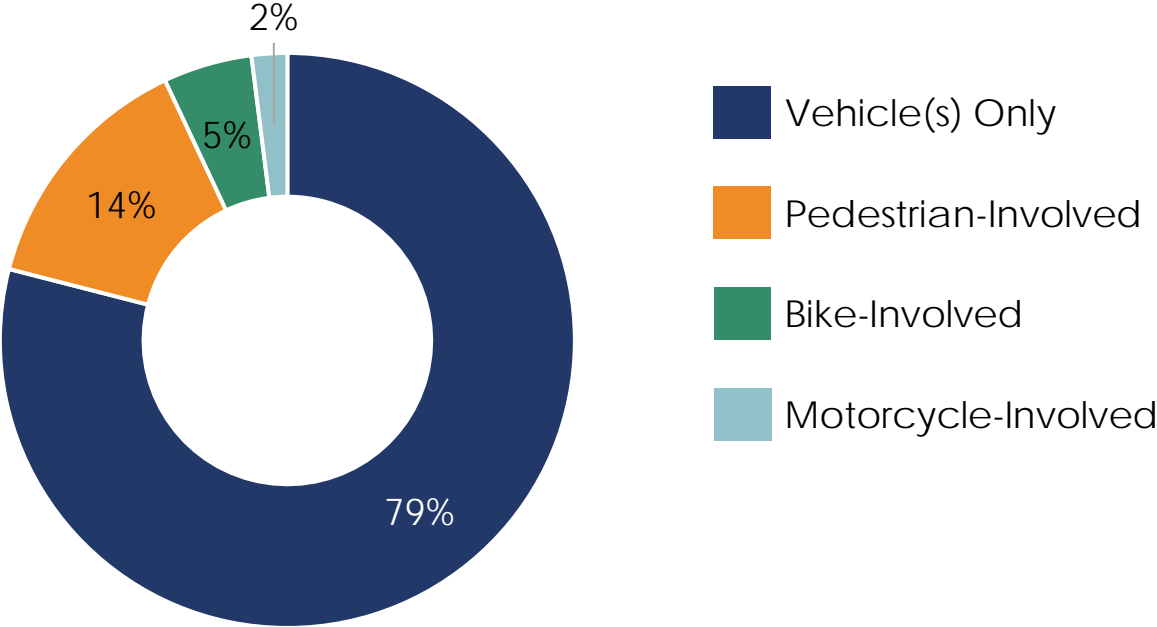
Other Supervisor District

- Other Supervisor District

# Collisions by Mode

2019-2023, Unincorporated Orange County  
Supervisorial District 2

### All Injury Collisions



### All Injury Collisions By Mode:

Vehicle(s) Only	108 (79%)
Pedestrians	19 (14%)
Bikes	7 (5%)
Motorcycles	3 (2%)

Note:  
• 1 collision involved both pedestrians and bikes

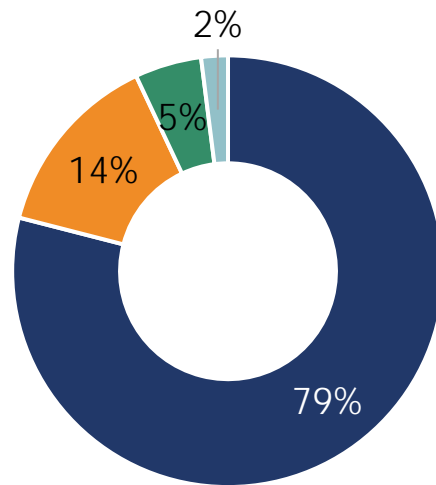


# Collisions involving Vulnerable Road Users

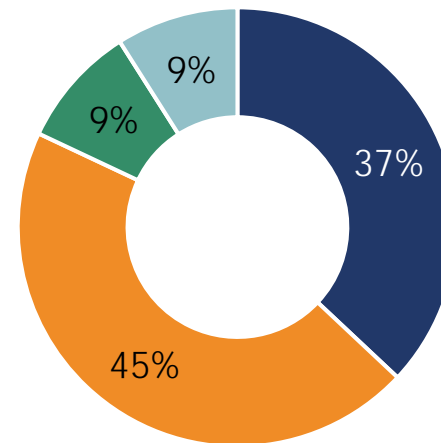
2019-2023, Unincorporated Orange County  
Supervisorial District 2

Collisions involving pedestrians, bicyclists, or motorcyclists account for 21% of all injury collisions, but disproportionately make up 63% of those resulting in fatalities or serious injury.

## All Injury Collisions



## KSI Collisions



Vehicle(s) Only

Pedestrian-Involved

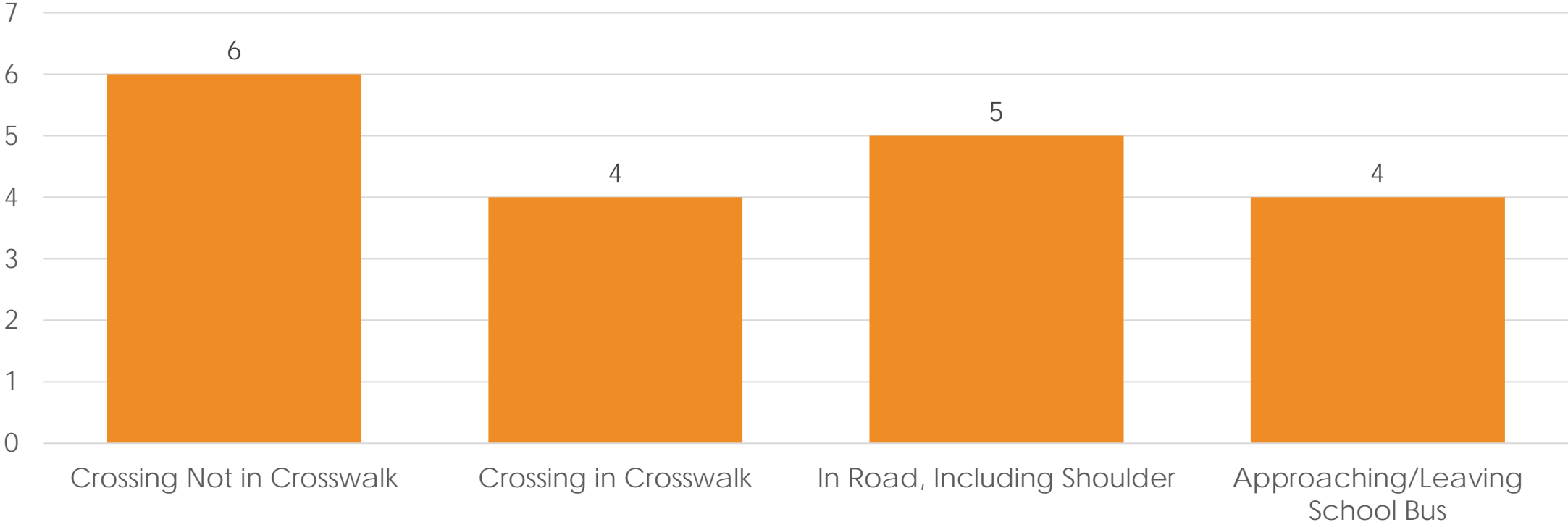
Bike-Involved

Motorcycle-Involved



# Pedestrian Actions Before Collision (All Injury)

2019-2023, Unincorporated Orange County  
Supervisory District 2

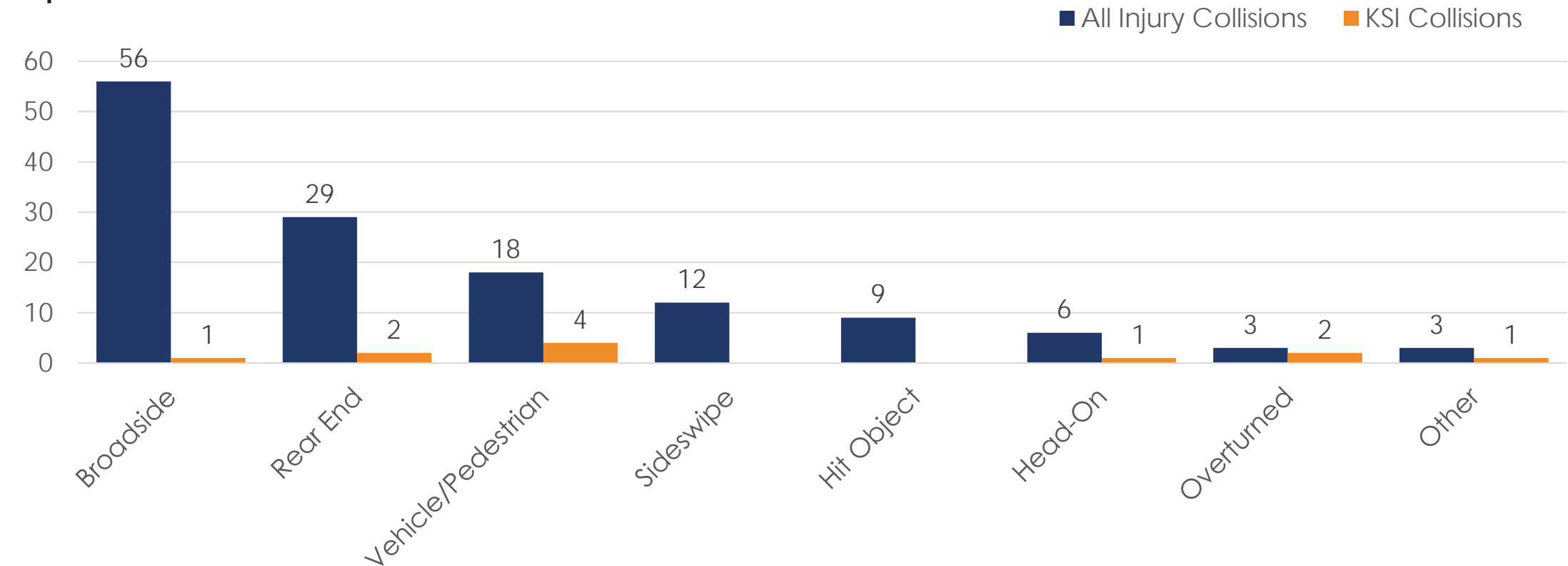


**Key Takeaway:** Over half of injury collisions involving pedestrians occurred in locations without dedicated pedestrian facilities.



# Collision Type

2019-2023, Unincorporated Orange County  
Supervisorial District 2

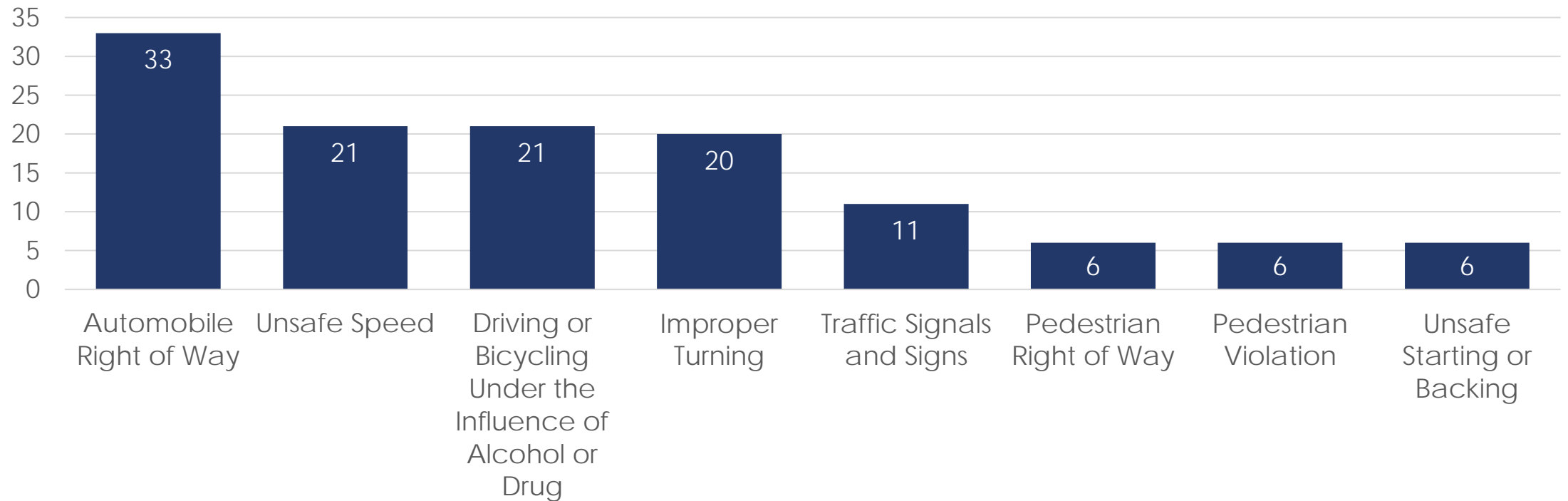


**Key Takeaway:** Although Broadside collisions are the most common, Vehicle/Pedestrian collisions result in the highest number of fatalities or serious injuries, followed by Rear End and Overturned collisions.



# Top Violations (All Injury Collisions)

2019-2023, Unincorporated Orange County  
Supervisorial District 2



**Key Takeaway:** Right-of-Way is the leading violation for injury collisions, followed by Unsafe Speed violations and Driving/Bicycling Under the Influence.



# Additional Factors

2019-2023, Unincorporated Orange County  
Supervisorial District 2

All Injury  
Collisions



16% Involved Alcohol



7% were Hit & Runs

KSI Collisions



45% Involved Alcohol



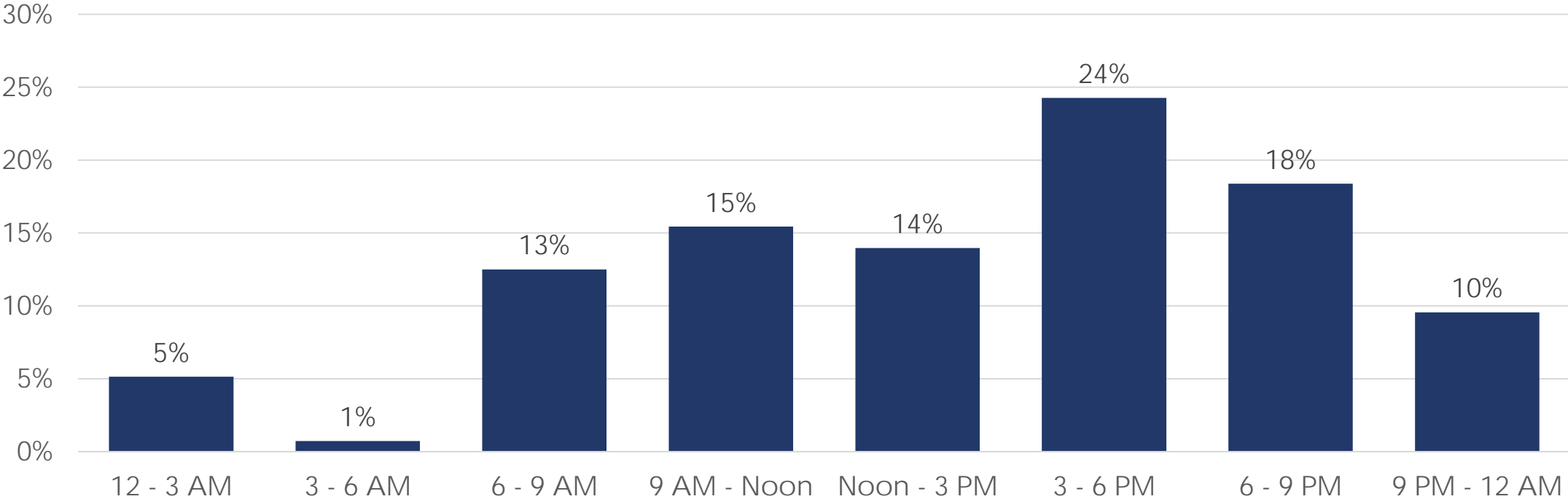
18% were Hit & Runs

**Key Takeaway:** 16% of injury collisions involved an impaired road user. The percentage significantly increases to 45% for KSI collisions.



# Time of Day (All Injury Collisions)

2019-2023, Unincorporated Orange County  
Supervisorial District 2

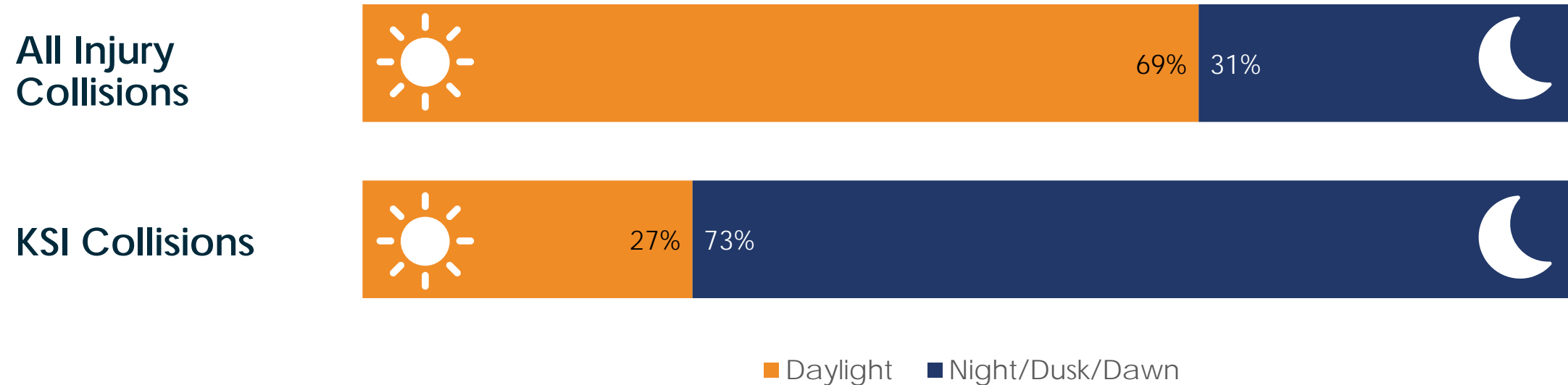


**Key Takeaway:** The largest share of injury collisions occurred in the evening between 3 – 6 PM when many people are returning from work.



# Time of Day

2019-2023, Unincorporated Orange County  
Supervisorial District 2

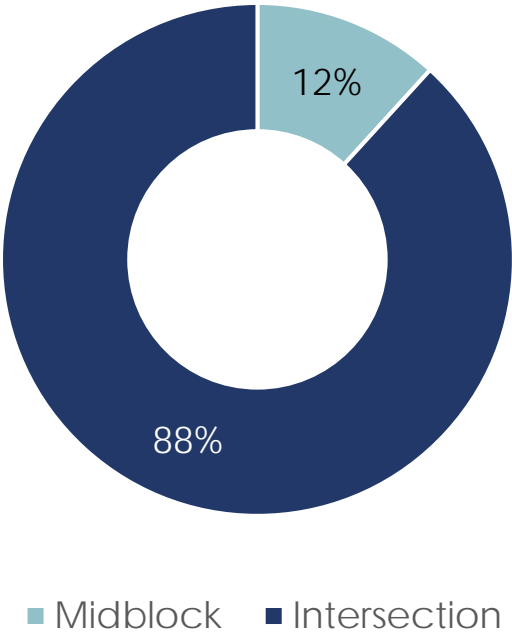


**Key Takeaway:** While only 31% of injury collisions occur at night, 73% of collisions resulting in fatalities or serious injury occur at night, highlighting a significant disparity in crash severity after dark.

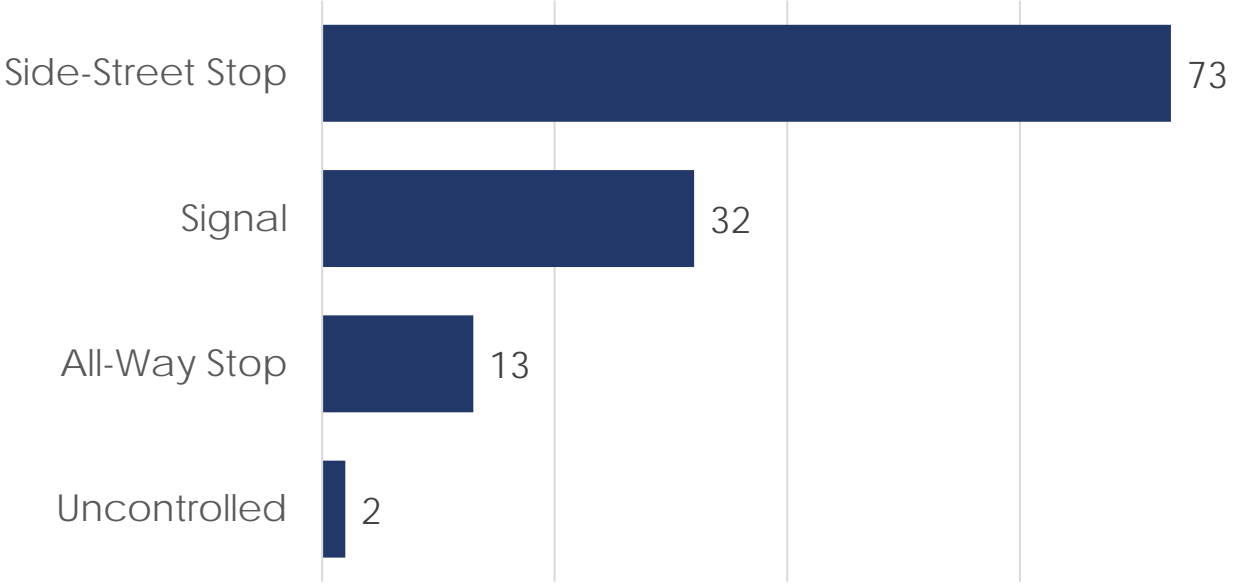


# Location (All Injury Collisions)

2019-2023, Unincorporated Orange County  
Supervisory District 2



## Intersection Control

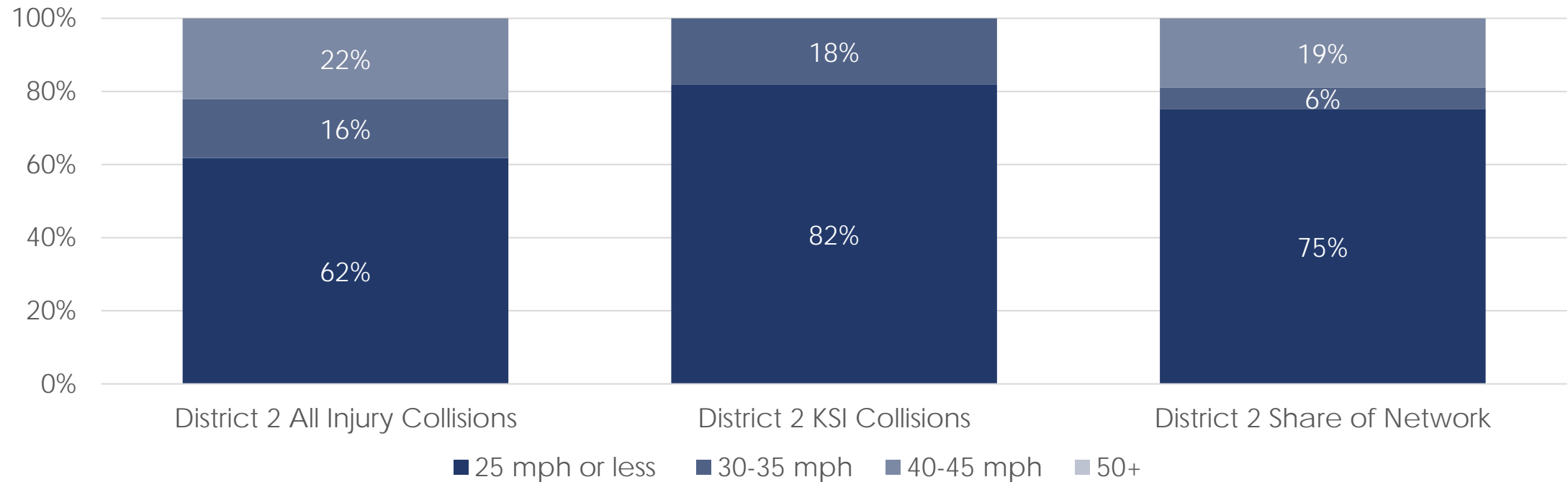


**Key Takeaway:** Most injury collisions (87%) occurred at intersections. Of the injury collisions that occurred at intersections, most occurred at side-street stop-controlled intersections.



# Posted Speed (All Injury Collisions)

2019-2023, Unincorporated Orange County  
Supervisorial District 2

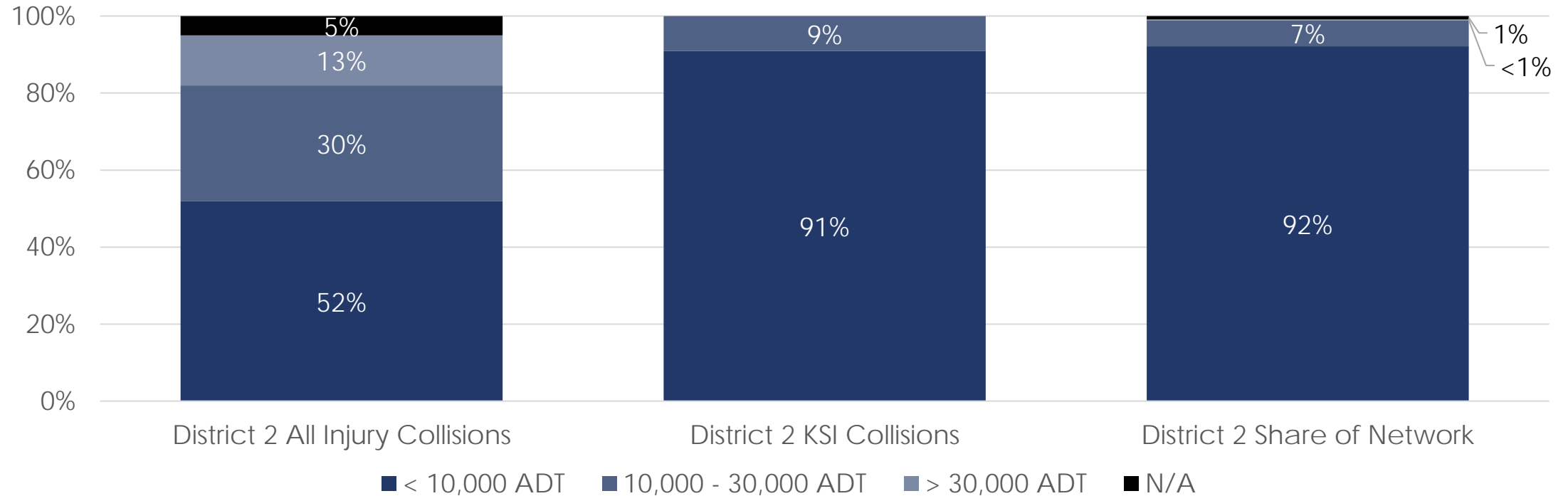


**Key Takeaway:** Even though roads with speed limits of 30 mph or more make up just 25% of the streets within Unincorporated Orange County in Supervisorial District 2, they are where 38% of injury crashes happen.



# Average Daily Traffic (All Injury Collisions)

2019-2023, Unincorporated Orange County  
Supervisorial District 2

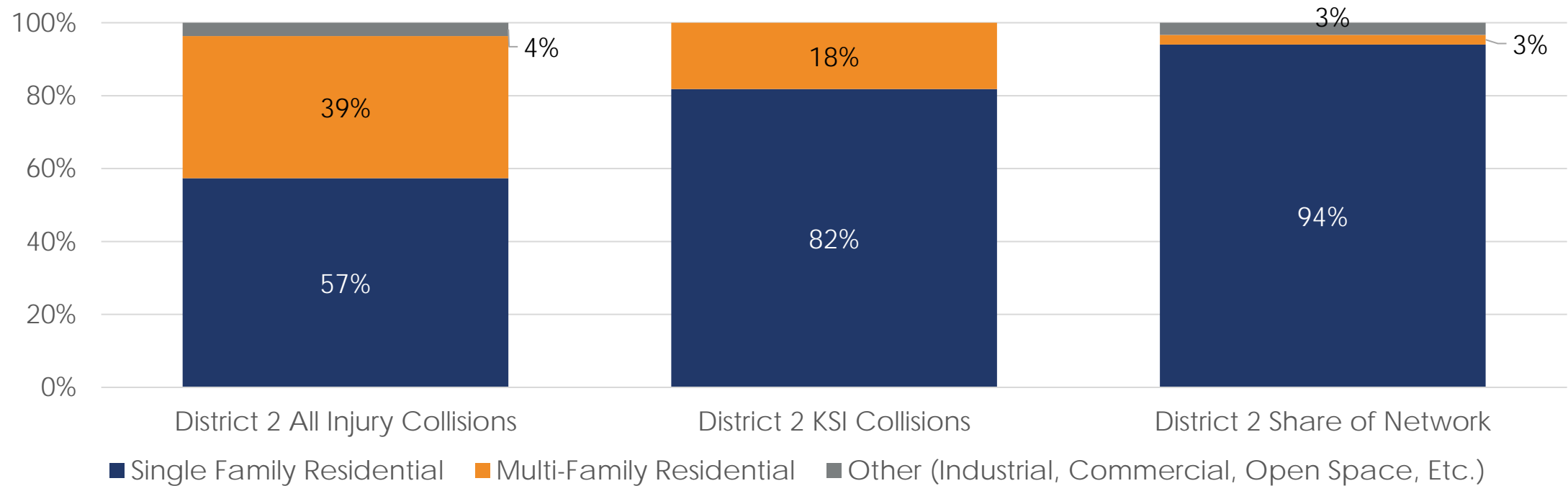


**Key Takeaway:** Roads that carry more than 10,000 vehicles a day make up only 8% of the network within Unincorporated Orange County in Supervisorial District 2, but they're the location of 48% of injury and 9% of KSI collisions —showing a higher risk of injury on busy roads.



# Land Use Distribution (All Injury Collisions)

2019-2023, Unincorporated Orange County  
Supervisorial District 2



**Key Takeaway:** Collisions within Unincorporated Orange County in Supervisorial District 2 disproportionately occur near Multi-Family Residential at higher rates than other Land-Uses.



# Supervisory District 3

COLLISION TRENDS SUMMARY



# Supervisory District 3

## 5-Year Period:

2019 – 2023

## Source:

Transportation Injury Mapping Systems (TIMS)

## Collision Type:

Injury (excludes “property damage only”)

## Unincorporated Communities:

- Canyon Communities
- Country Club Island
- Fairlynn Island
- Orange Park Acres
- Ortega Highway
- North Tustin
- Santiago Creek Island

## Overview:

All Injury Collisions	420
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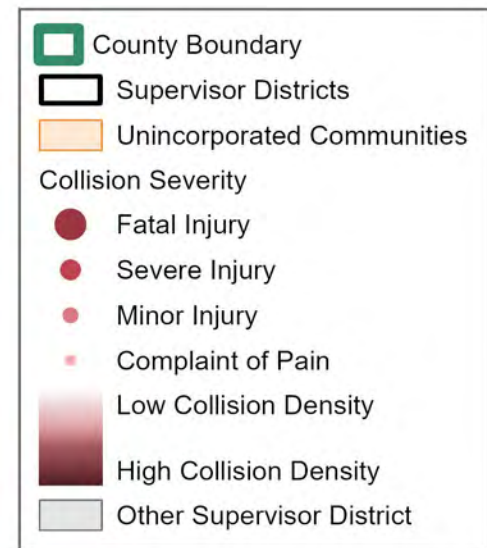
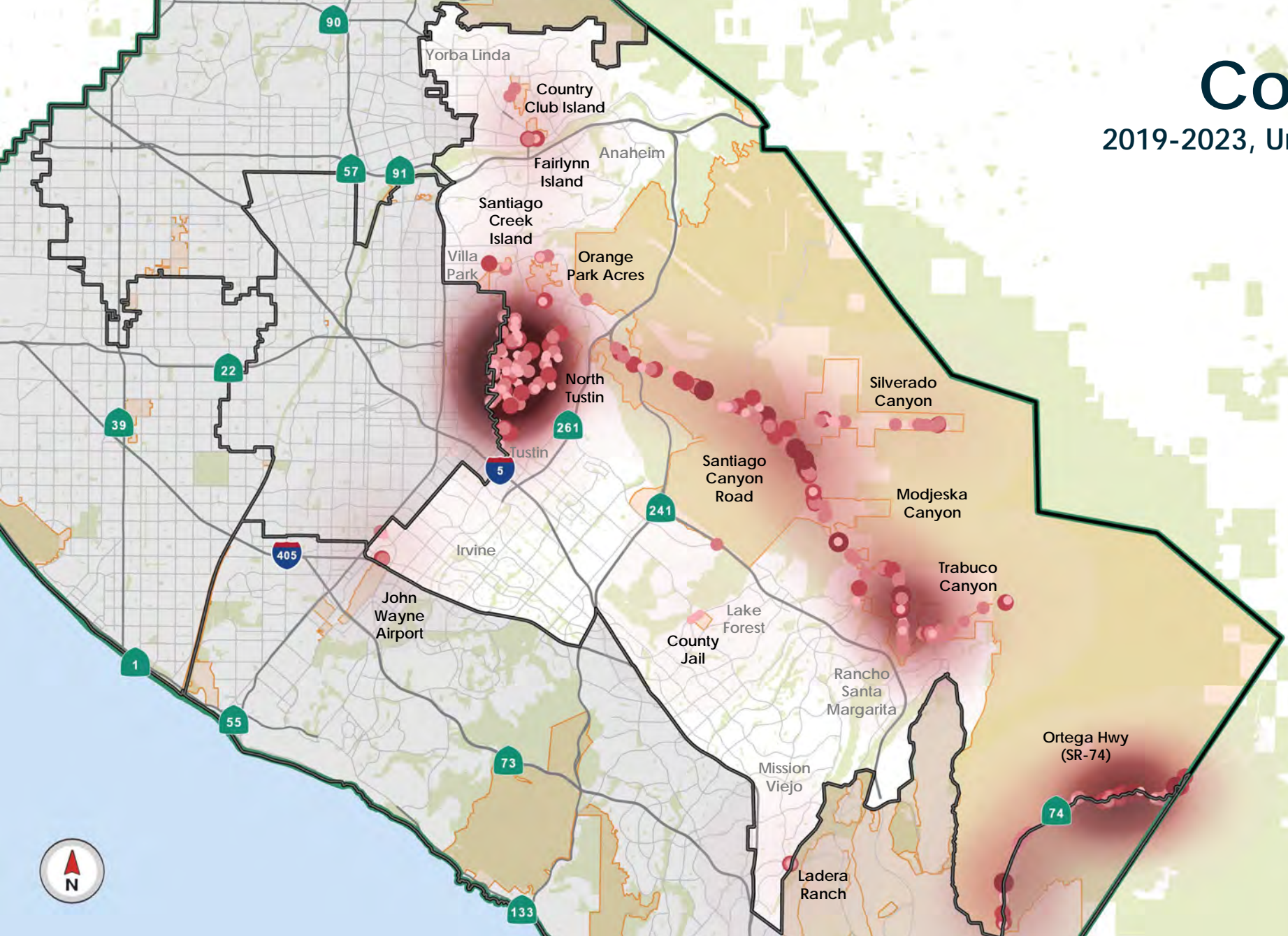
## Injury Collisions By Severity:

Complaint of Pain	161 (38%)
Other Visible Injury	186 (45%)
Severely Injured	60 (14%)
Fatality	13 (3%)



# Collision Density

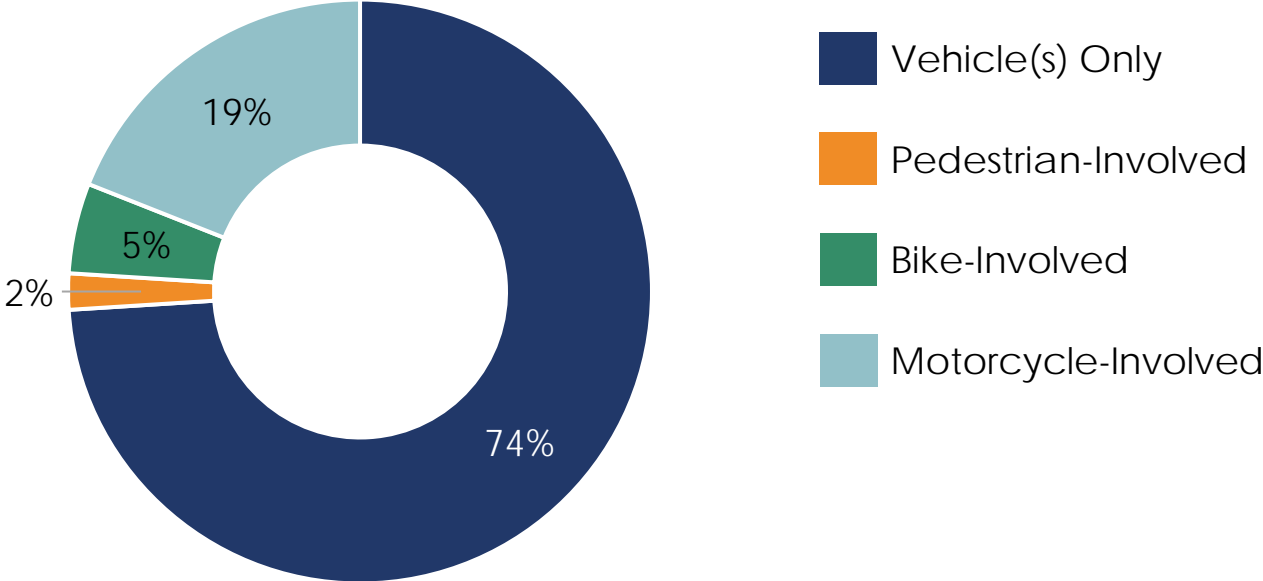
2019-2023, Unincorporated Orange County  
Supervisorial District 3



# Collisions by Mode

2019-2023, Unincorporated Orange County  
Supervisorial District 3

## All Injury Collisions



## All Injury Collisions By Mode:

Vehicle(s) Only	314 (74%)
Motorcycles	79 (19%)
Bikes	20 (5%)
Pedestrians	8 (2%)

Note:  
• 1 collision involved both motorcyclists & pedestrians

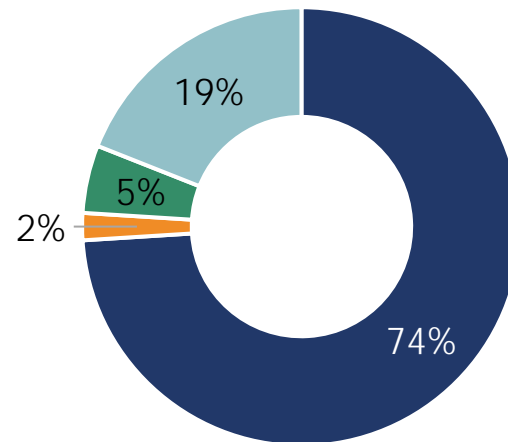


# Collisions involving Vulnerable Road Users

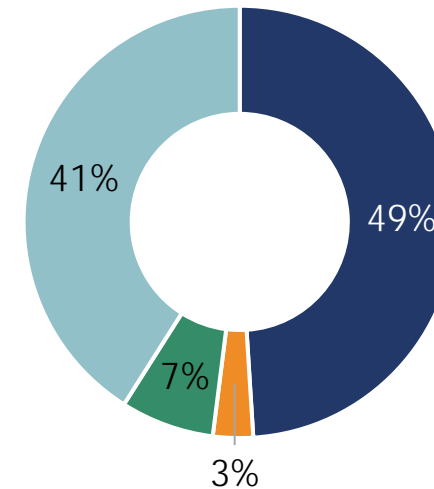
2019-2023, Unincorporated Orange County  
Supervisorial District 3

Collisions involving pedestrians, bicyclists, or motorcyclists account for 26% of all injury collisions, but disproportionately make up 51% of those resulting in fatalities or serious injury.

## All Injury Collisions



## KSI Collisions



Vehicle(s) Only

Pedestrian-Involved

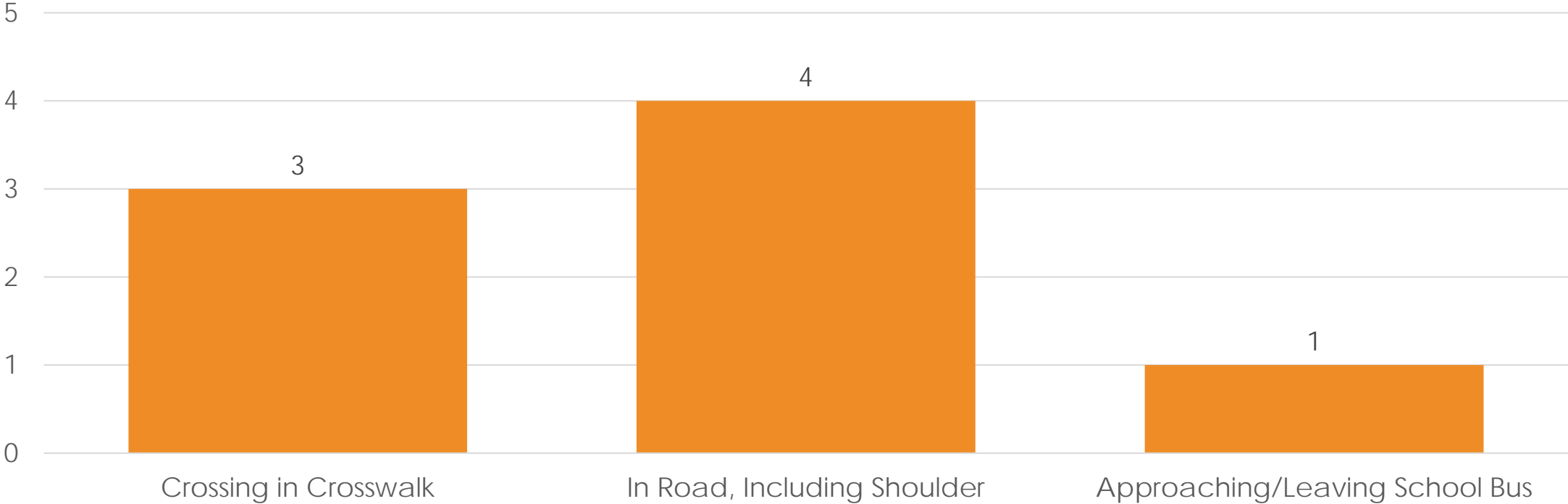
Bike-Involved

Motorcycle-Involved



# Pedestrian Actions Before Collision (All Injury)

2019-2023, Unincorporated Orange County  
Supervisorial District 3

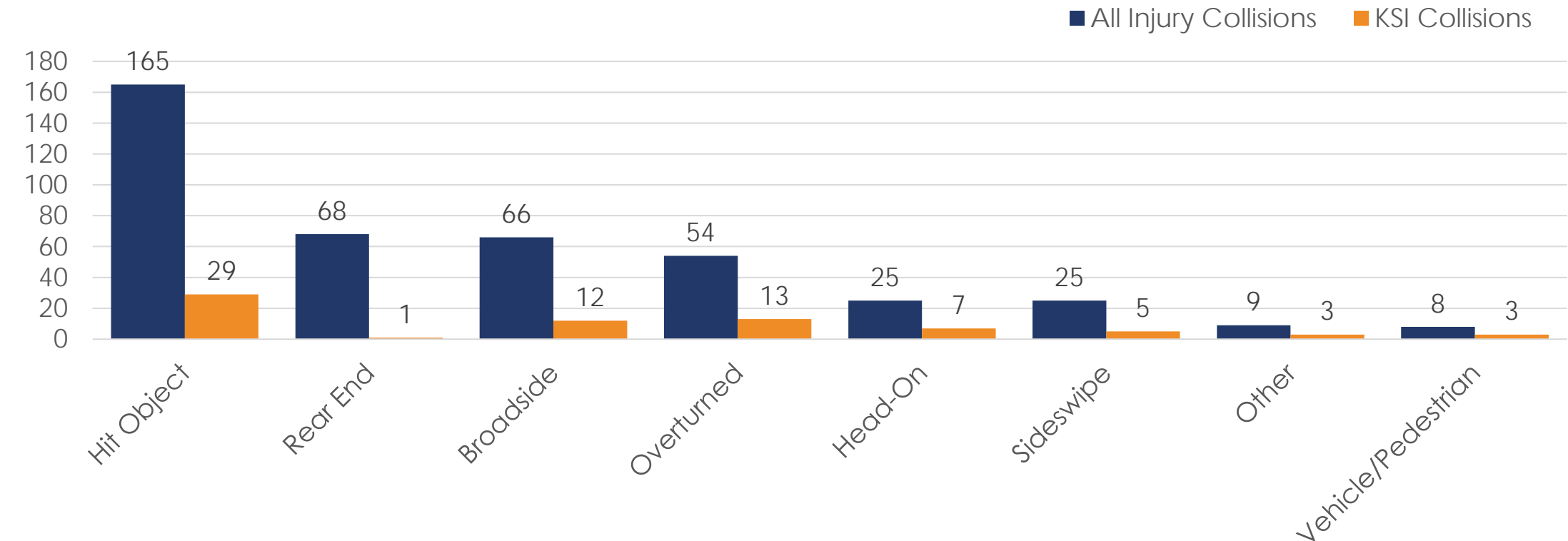


**Key Takeaway:** Half of injury collisions involving pedestrians occurred in locations without dedicated pedestrian facilities.



# Collision Type

2019-2023, Unincorporated Orange County  
Supervisorial District 3

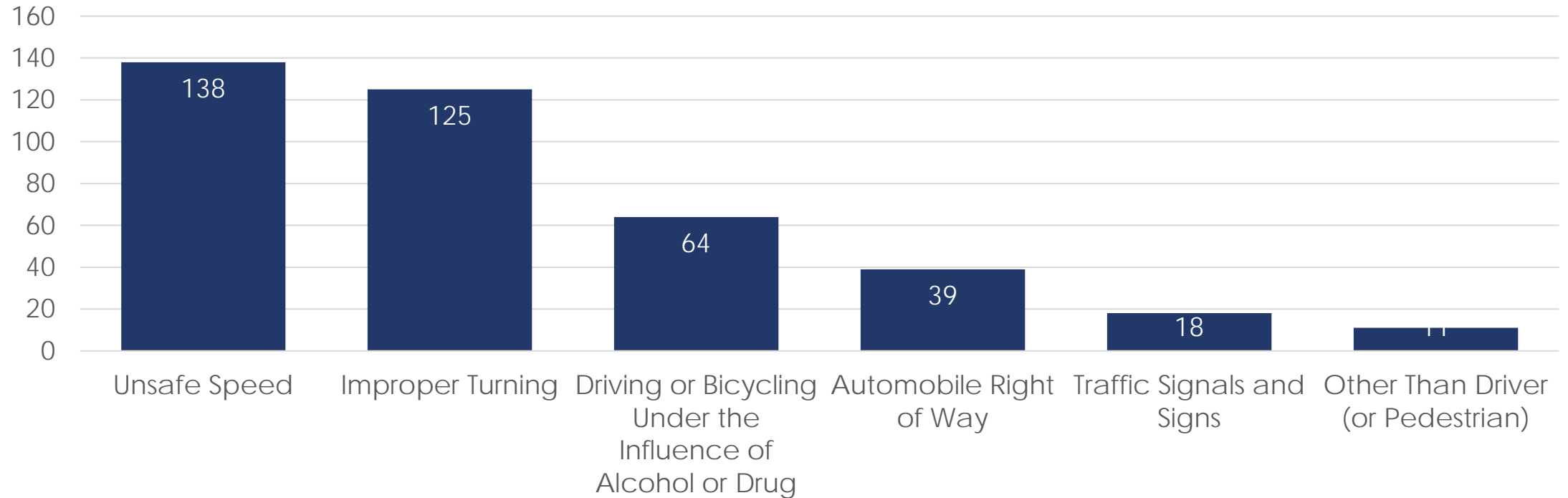


**Key Takeaway:** Hit Object collisions are the most common type of injury collision across all severity levels. Overturned and Broadside collisions follow, with the next highest numbers of fatalities or serious injuries.



# Top Violations (All Injury Collisions)

2019-2023, Unincorporated Orange County  
Supervisorial District 3



**Key Takeaway:** Unsafe Speed is the leading violation for injury collisions, followed by Improper Turning (i.e., turning violations) and Driving/Bicycling Under the Influence.



# Additional Factors

2019-2023, Unincorporated Orange County  
Supervisorial District 3

All Injury  
Collisions



16% Involved Alcohol



4% were Hit & Runs

KSI Collisions



23% Involved Alcohol



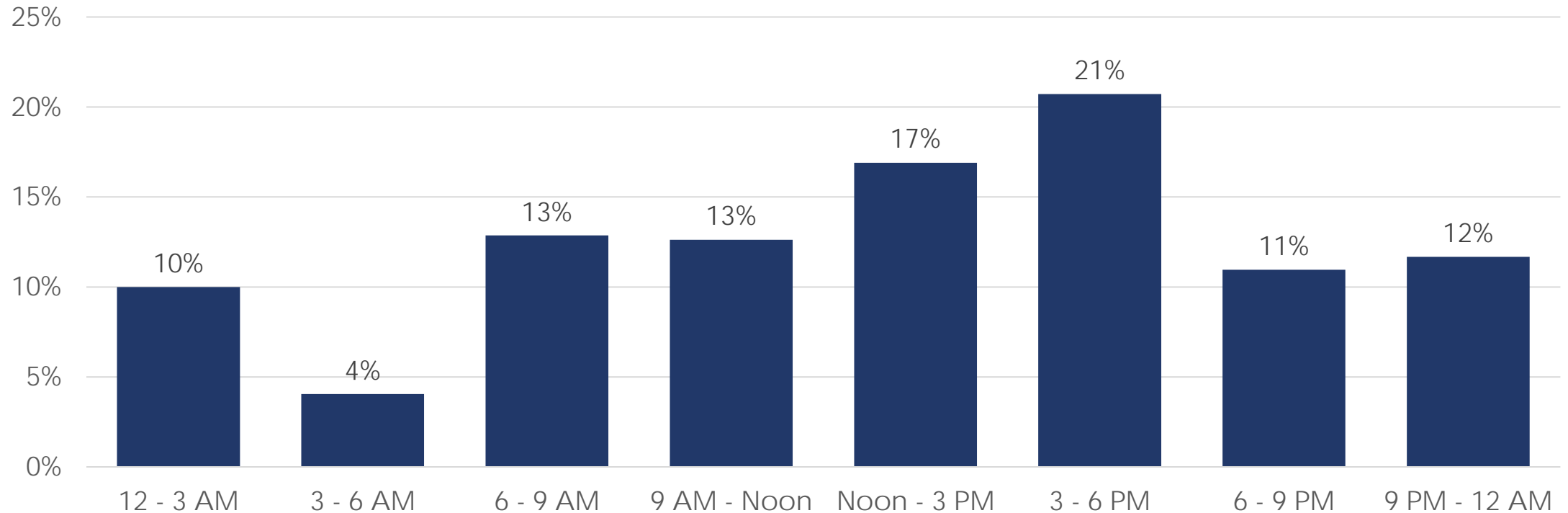
4% were Hit & Runs

**Key Takeaway:** 16% of injury collisions involved an impaired road user. The percentage increases to 23% for KSI collisions.



# Time of Day (All Injury Collisions)

2019-2023, Unincorporated Orange County  
Supervisorial District 3



**Key Takeaway:** The largest share of injury collisions occurred in the evening between 3 – 6 PM when many people are returning from work.



# Time of Day

2019-2023, Unincorporated Orange County  
Supervisorial District 3

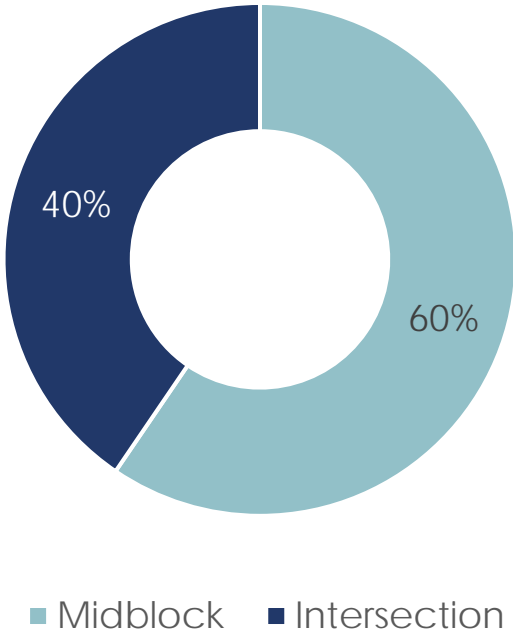


**Key Takeaway:** A greater share of fatal or serious injury collisions happen during the day, suggesting that higher daytime traffic volumes may contribute to the increased frequency of these severe crashes.

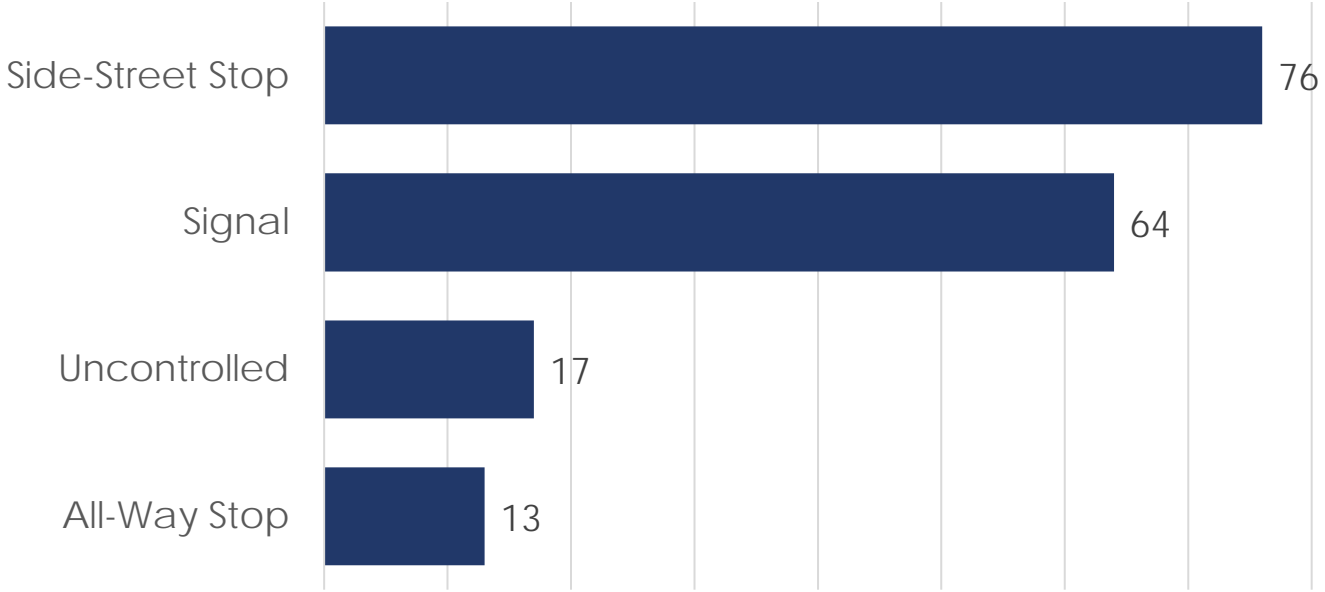


# Location (All Injury Collisions)

2019-2023, Unincorporated Orange County  
Supervisory District 3



## Intersection Control

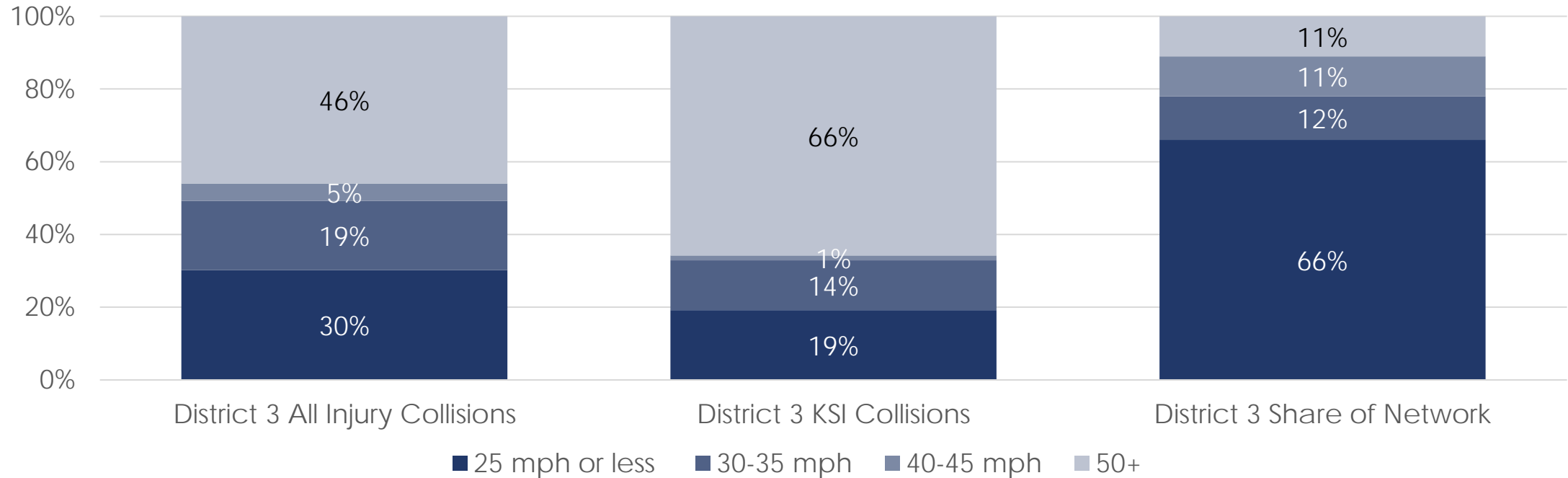


**Key Takeaway:** Most injury collisions (60%) occurred midblock along a roadway segment not at intersections. Of the injury collisions that occurred at intersections, most occurred at side-street stop-controlled intersections.



# Posted Speed (All Injury Collisions)

2019-2023, Unincorporated Orange County  
Supervisorial District 3

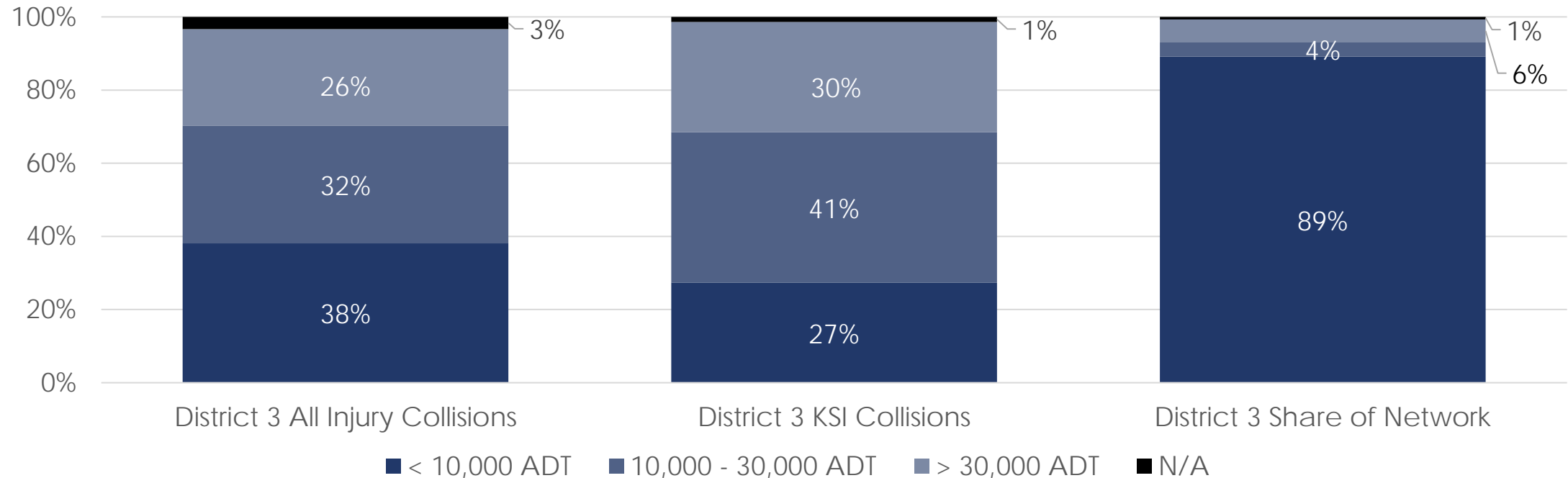


**Key Takeaway:** Even though roads with speed limits of 40 mph or more make up just 22% of the streets within Unincorporated Orange County in Supervisorial District 3, they are where 51% of injury crashes and 67% of serious or fatal crashes happen—showing that higher-speed roads carry a much greater risk of injury.



# Average Daily Traffic (All Injury Collisions)

2019-2023, Unincorporated Orange County  
Supervisorial District 3

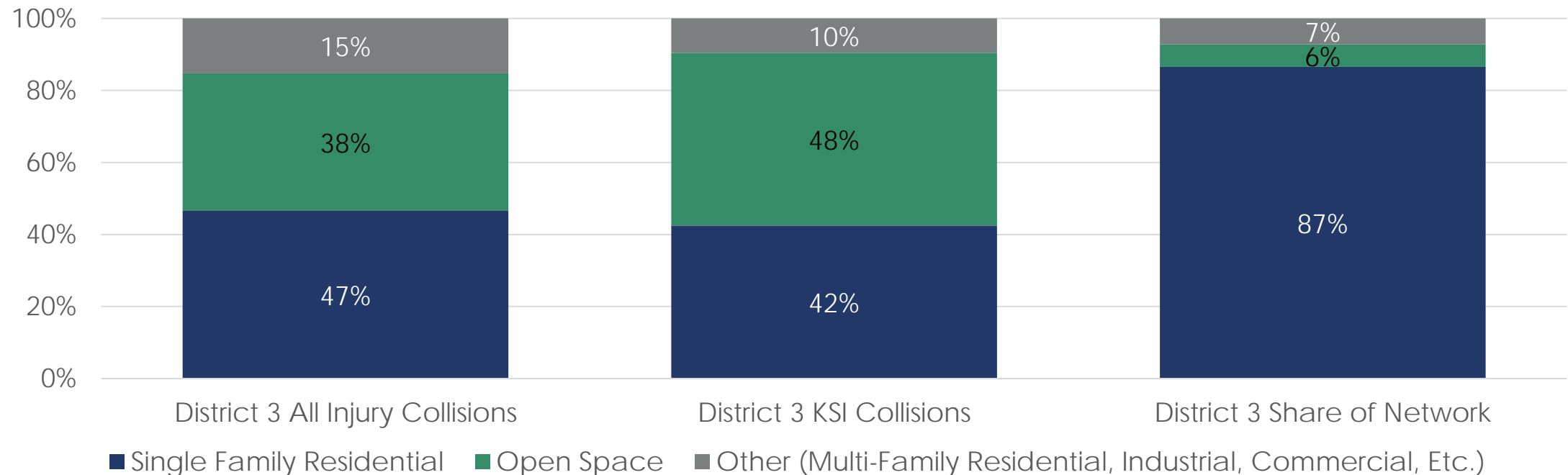


**Key Takeaway:** Roads that carry more than 10,000 vehicles a day make up only 10% of the network within Unincorporated Orange County in Supervisorial District 3, but they're the location of 58% of injury and 71% of KSI collisions —showing a higher risk of injury on busy roads.



# Land Use Distribution (All Injury Collisions)

2019-2023, Unincorporated Orange County  
Supervisorial District 3



**Key Takeaway:** Collisions within Unincorporated Orange County in Supervisorial District 3 disproportionately occur near Open Space at higher rates than other Land-Uses.



# Supervisory District 4

COLLISION TRENDS SUMMARY



# Supervisory District 4

## 5-Year Period:

2019 – 2023

## Source:

Transportation Injury Mapping Systems (TIMS)

## Collision Type:

Injury (excludes “property damage only”)

## Unincorporated Communities:

- Anaheim Islands
- Andora/Fairhope Island
- Lincoln/Glassell Island

## Overview:

All Injury Collisions	196
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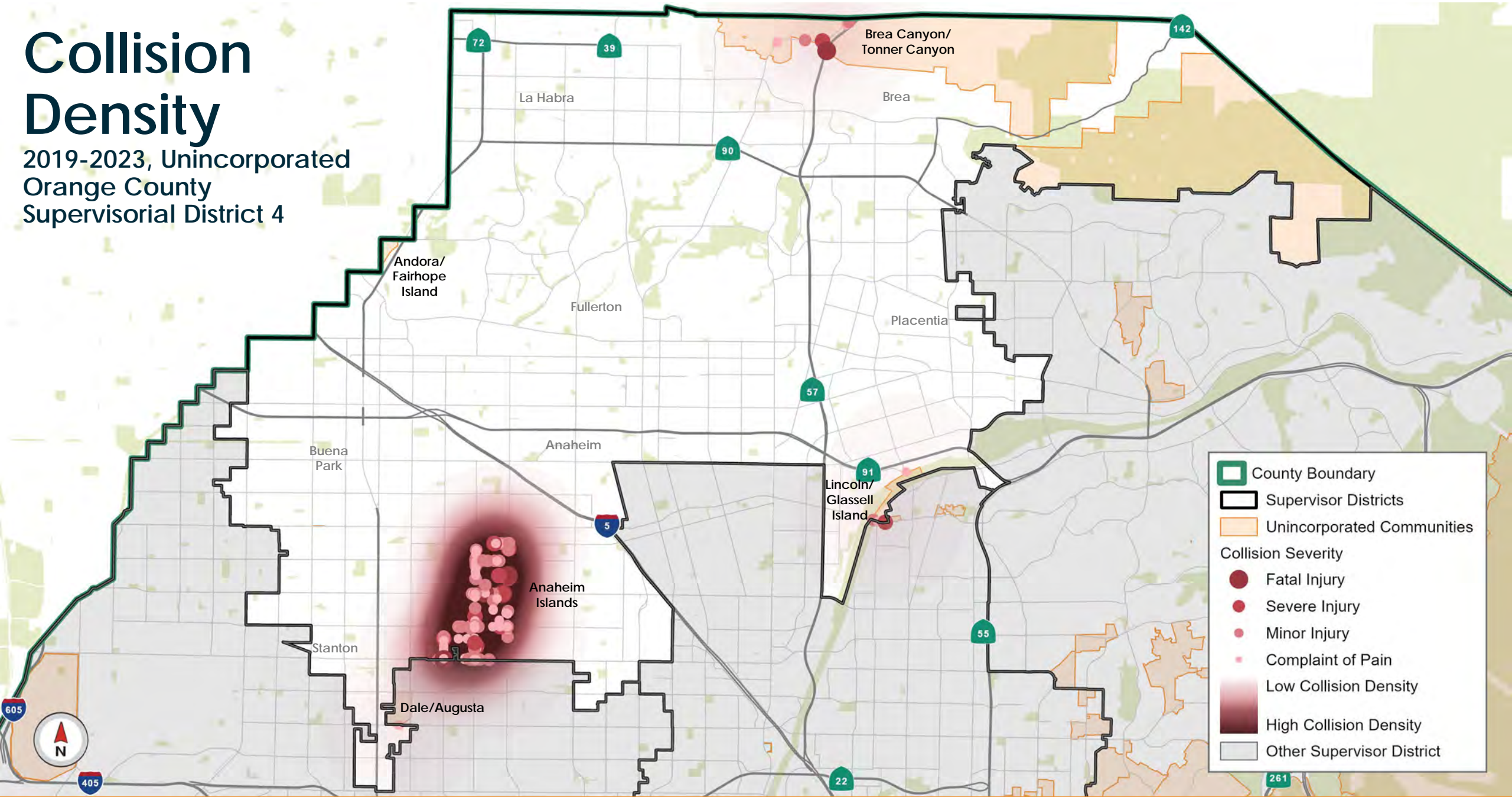
## Injury Collisions By Severity:

Complaint of Pain	112 (57%)
Other Visible Injury	64 (32%)
Severely Injured	15 (8%)
Fatality	5 (3%)



# Collision Density

2019-2023, Unincorporated Orange County Supervisorial District 4

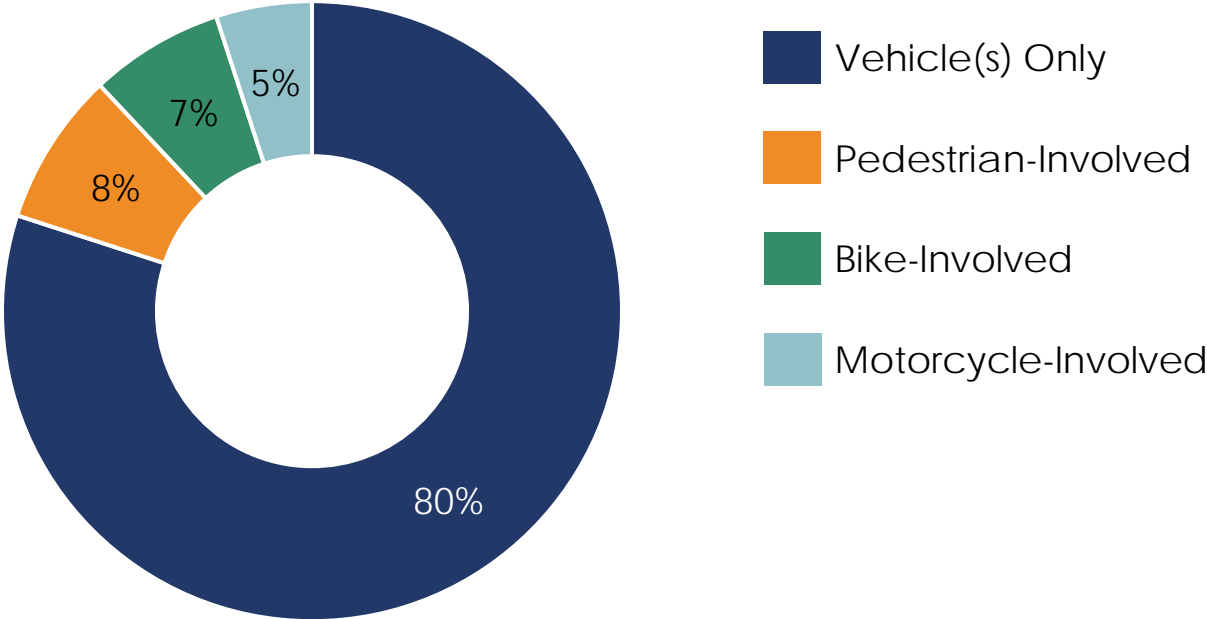


- County Boundary
- Supervisor Districts
- Unincorporated Communities
- Collision Severity**
  - Fatal Injury
  - Severe Injury
  - Minor Injury
  - Complaint of Pain
- Collision Density**
  - Low Collision Density
  - High Collision Density
- Other Supervisor District

# Collisions by Mode

2019-2023, Unincorporated Orange County  
Supervisorial District 4

## All Injury Collisions



## All Injury Collisions By Mode:

Vehicles Only	159 (80%)
Motorcycles	15 (8%)
Bikes	13 (7%)
Pedestrians	9 (5%)

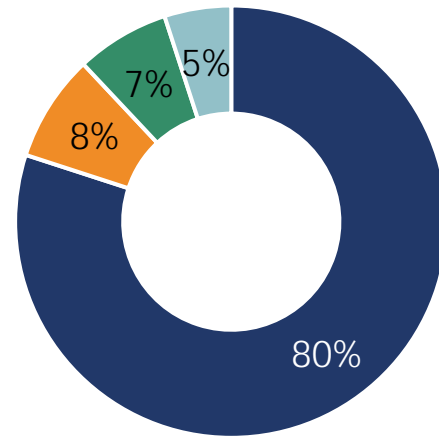


# Collisions involving Vulnerable Road Users

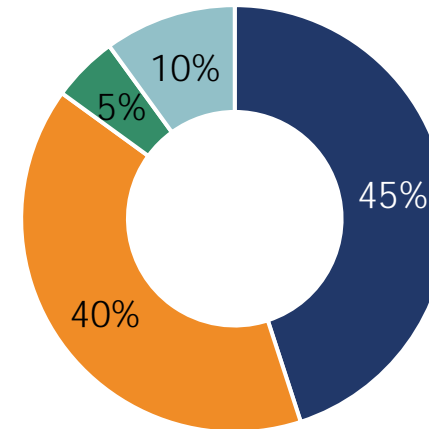
2019-2023, Unincorporated Orange County  
Supervisorial District 4

Collisions involving pedestrians, bicyclists, or motorcyclists account for 20% of all injury collisions, but disproportionately make up 55% of those resulting in fatalities or serious injury.

## All Injury Collisions



## KSI Collisions



Vehicle(s) Only

Pedestrian-Involved

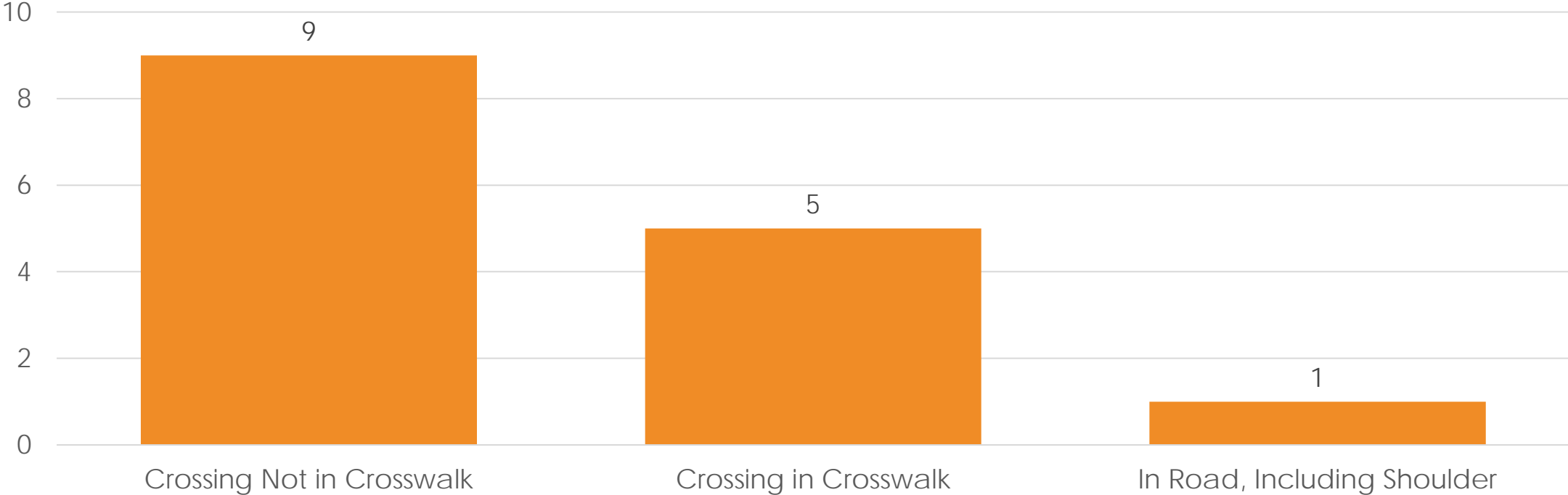
Bike-Involved

Motorcycle-Involved



# Pedestrian Actions Before Collision (All Injury)

2019-2023, Unincorporated Orange County  
Supervisorial District 4

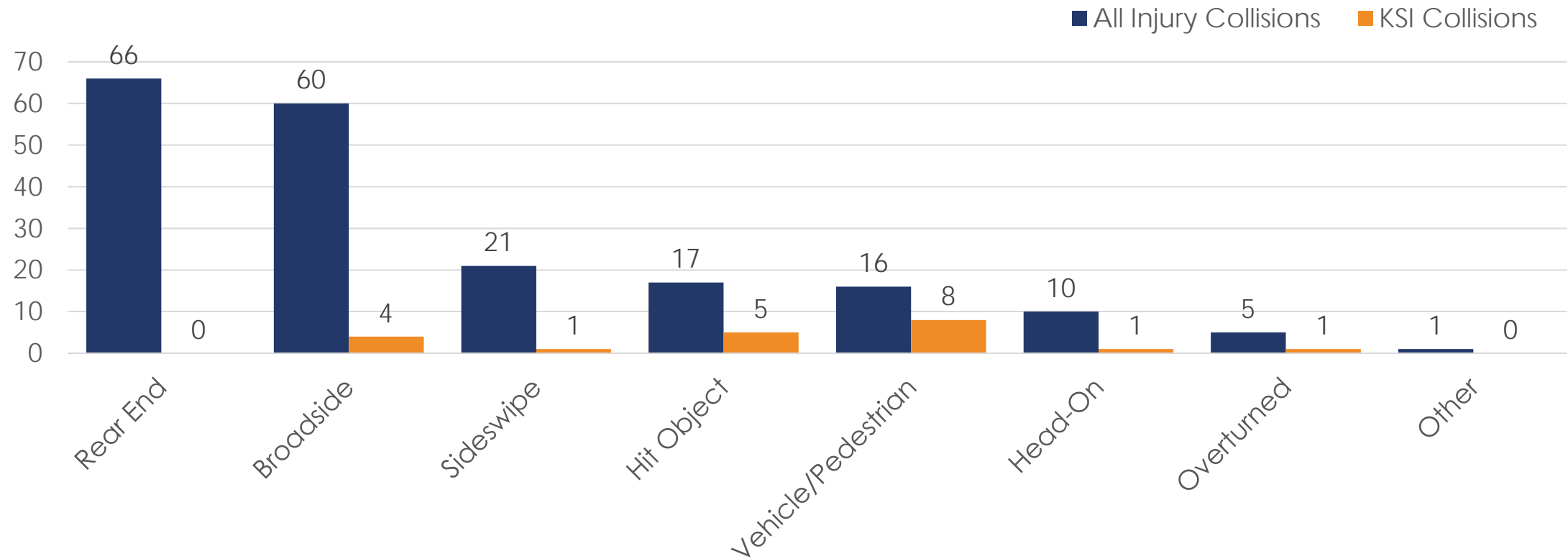


**Key Takeaway:** 66% of injury collisions involving pedestrians occurred in locations without dedicated pedestrian facilities.



# Collision Type

2019-2023, Unincorporated Orange County  
Supervisorial District 4

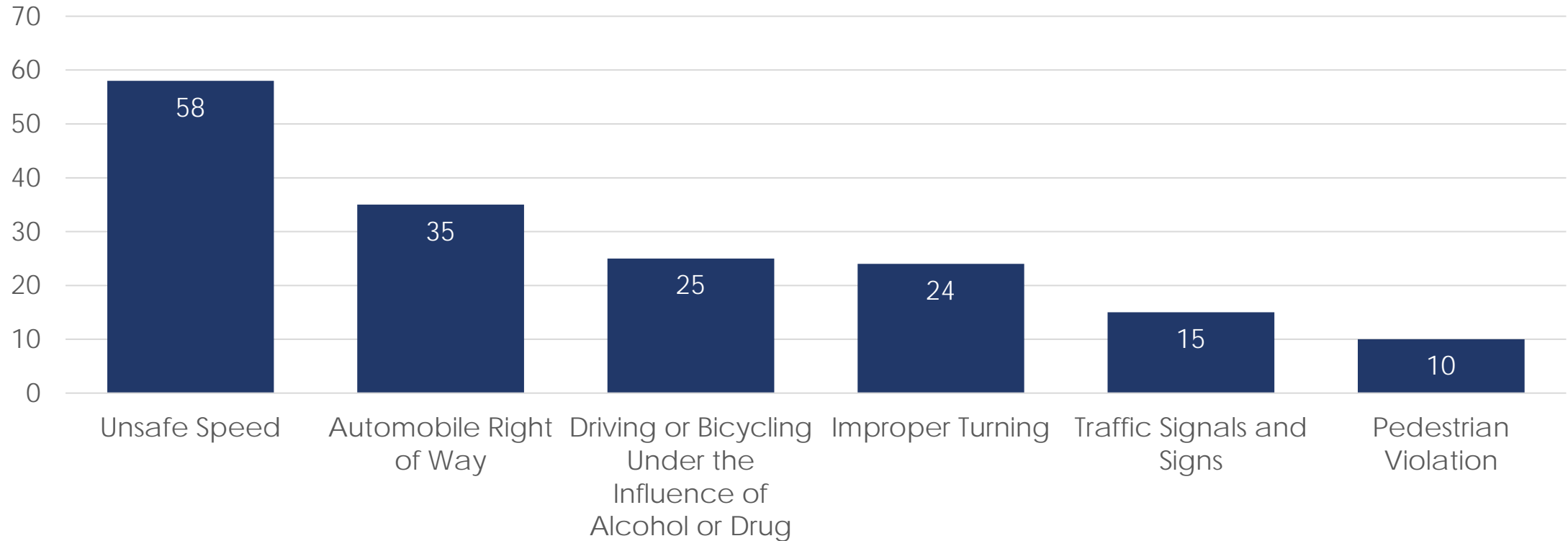


**Key Takeaway:** Although Rear-End and Broadside collisions are the most common, Vehicle/Pedestrian collisions result in the highest number of fatalities or serious injuries, followed by Hit Object collisions.



# Top Violations (All Injury Collisions)

2019-2023, Unincorporated Orange County  
Supervisorial District 4



**Key Takeaway:** Unsafe Speed is the leading violation for injury collisions, followed by Right-of-Way violations and Driving/Bicycling Under the Influence.



# Additional Factors

2019-2023, Unincorporated Orange County  
Supervisorial District 4

All Injury  
Collisions



15% Involved Alcohol



21% were Hit & Runs

KSI Collisions



15% Involved Alcohol



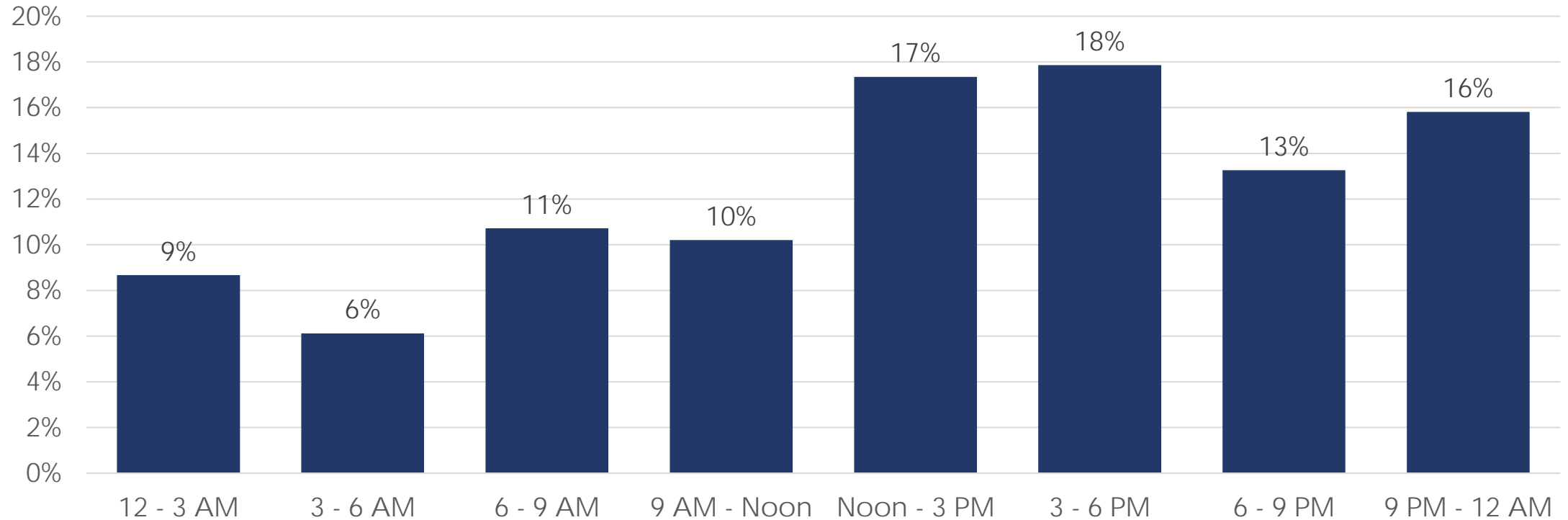
20% were Hit & Runs

**Key Takeaway:** 15% of injury collisions and of KSI collisions involved an impaired road user.



# Time of Day (All Injury Collisions)

2019-2023, Unincorporated Orange County  
Supervisorial District 4

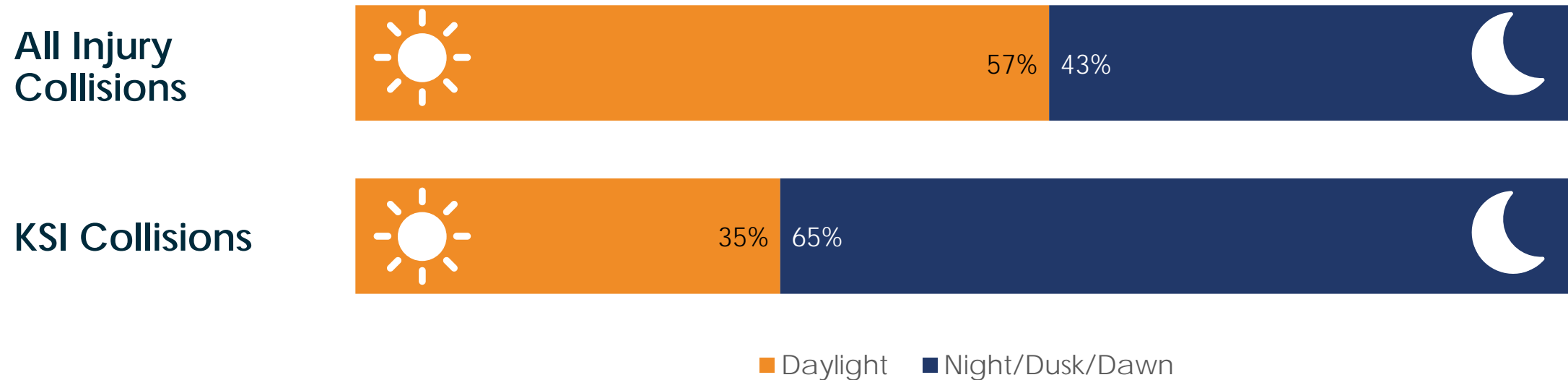


**Key Takeaway:** The largest share of injury collisions occurred in the afternoon/evening between 12 – 6 PM when many people are returning from work or school.



# Time of Day

2019-2023, Unincorporated Orange County  
Supervisorial District 3

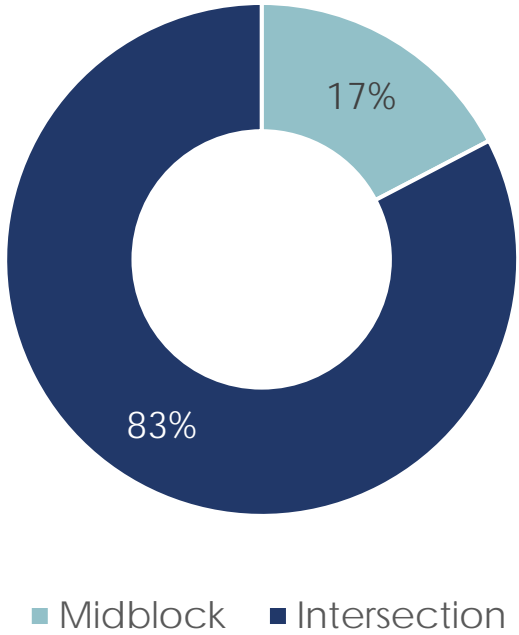


**Key Takeaway:** While only 43% of injury collisions occur at night, 65% of collisions resulting in fatalities or serious injury occur at night, highlighting a significant disparity in crash severity after dark.

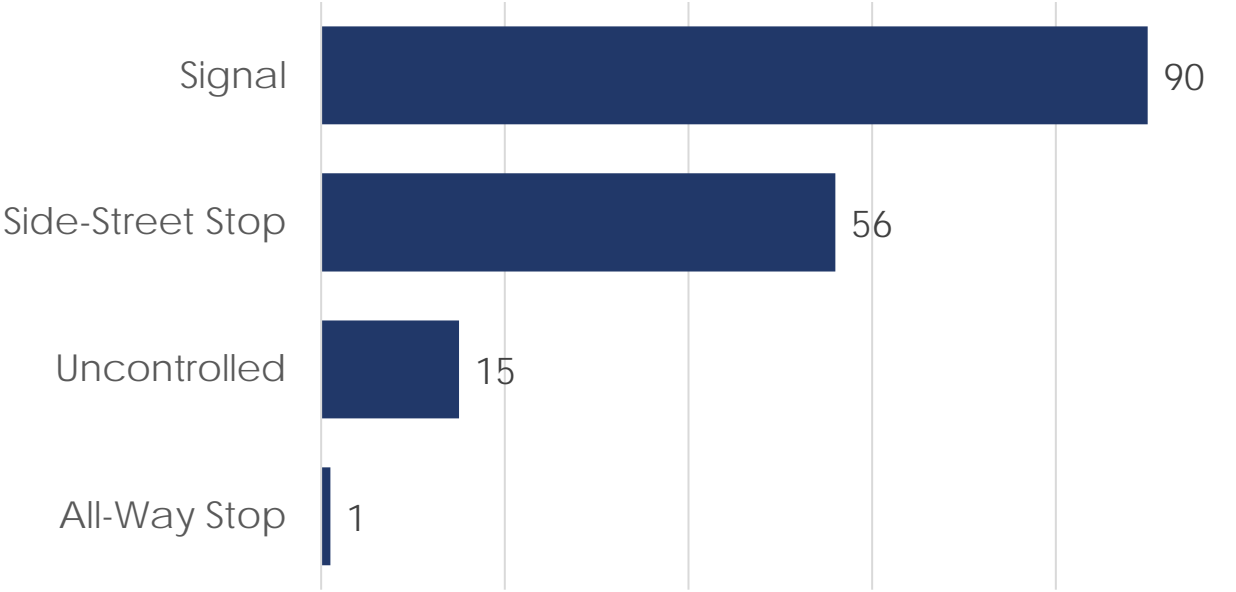


# Location (All Injury Collisions)

2019-2023, Unincorporated Orange County  
Supervisory District 4



## Intersection Control

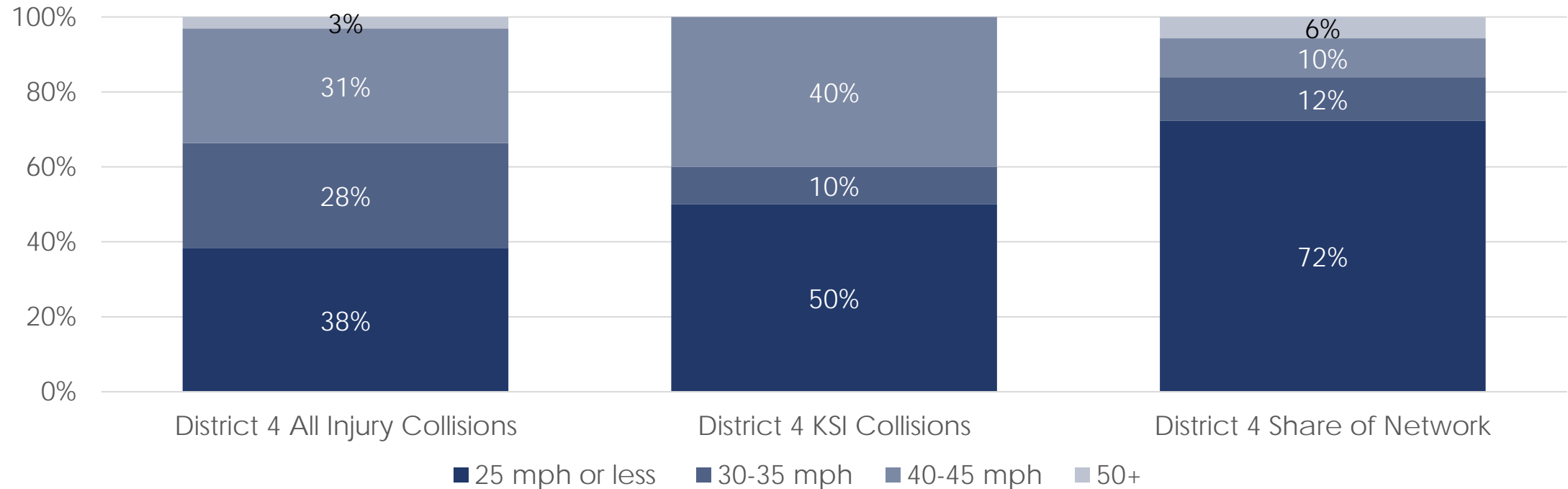


**Key Takeaway:** Most injury collisions (83%) occurred at intersections. Of the injury collisions that occurred at intersections, most occurred at signalized intersections.



# Posted Speed (All Injury Collisions)

2019-2023, Unincorporated Orange County  
Supervisorial District 4

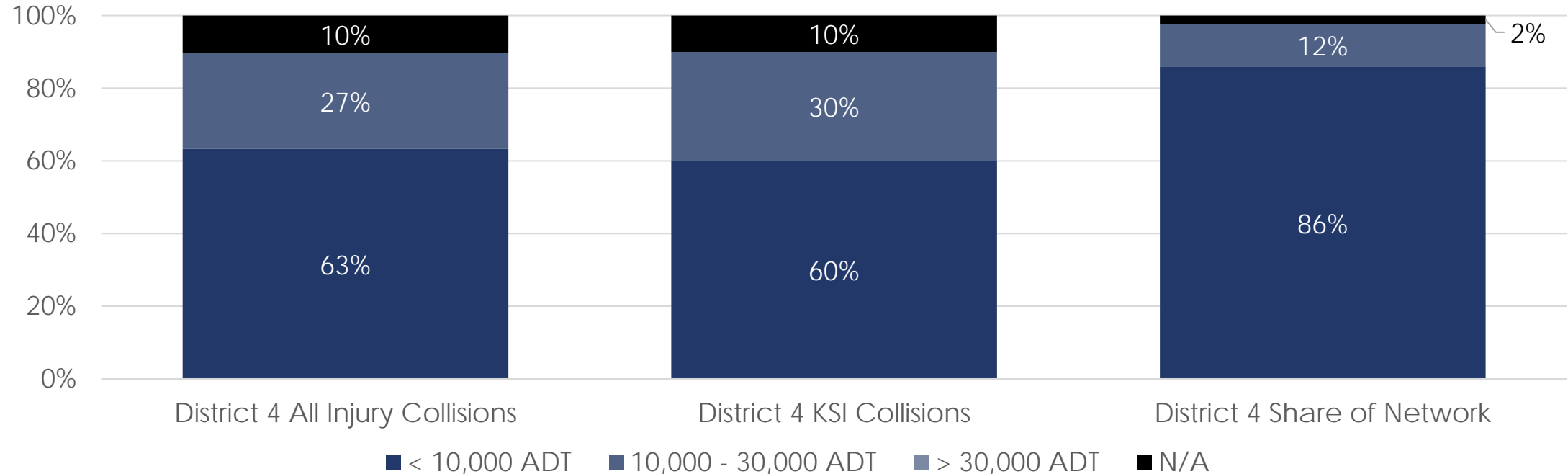


**Key Takeaway:** Even though roads with speed limits of 40 mph or more make up just 16% of the streets within Unincorporated Orange County in Supervisorial District 4, they are where 34% of injury crashes and 40% of serious or fatal crashes happen—showing that higher-speed roads carry a much greater risk of injury.



# Average Daily Traffic (All Injury Collisions)

2019-2023, Unincorporated Orange County  
Supervisorial District 4

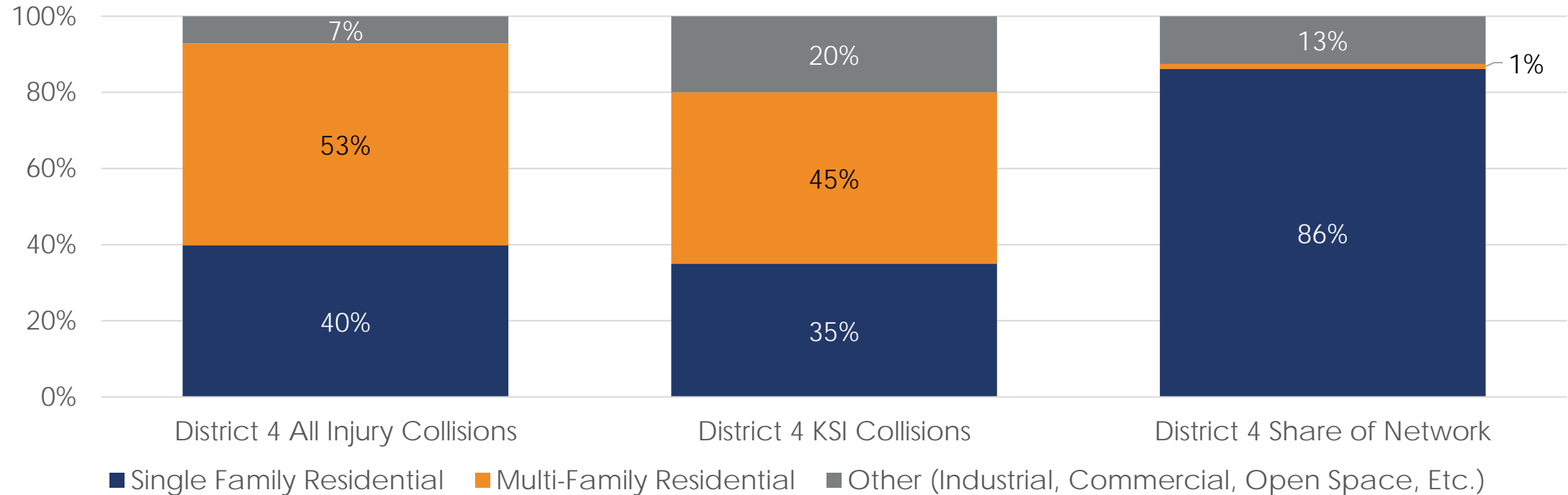


**Key Takeaway:** Roads that carry more than 10,000 vehicles a day make up only 12% of the network within Unincorporated Orange County in Supervisorial District 4, but they're the location of 27% of injury and 30% of KSI collisions —showing a higher risk of injury on busy roads.



# Land Use Distribution (All Injury Collisions)

2019-2023, Unincorporated Orange County  
Supervisorial District 4



**Key Takeaway:** Collisions within Unincorporated Orange County in Supervisorial District 4 disproportionately occur near Multi-Family Residential at higher rates than other Land-Uses.



# Supervisory District 5

COLLISION TRENDS SUMMARY



# Supervisory District 5

## 5-Year Period:

2019 – 2023

## Source:

Transportation Injury Mapping Systems (TIMS)

## Collision Type:

Injury (excludes “property damage only”)

## Unincorporated Communities:

- Costa Mesa Island
- Dana Point Harbor
- Ladera Ranch
- Las Flores
- Ortega Highway
- Rancho Mission Viejo
- Wagon Wheel

## Overview:

All Injury Collisions	470
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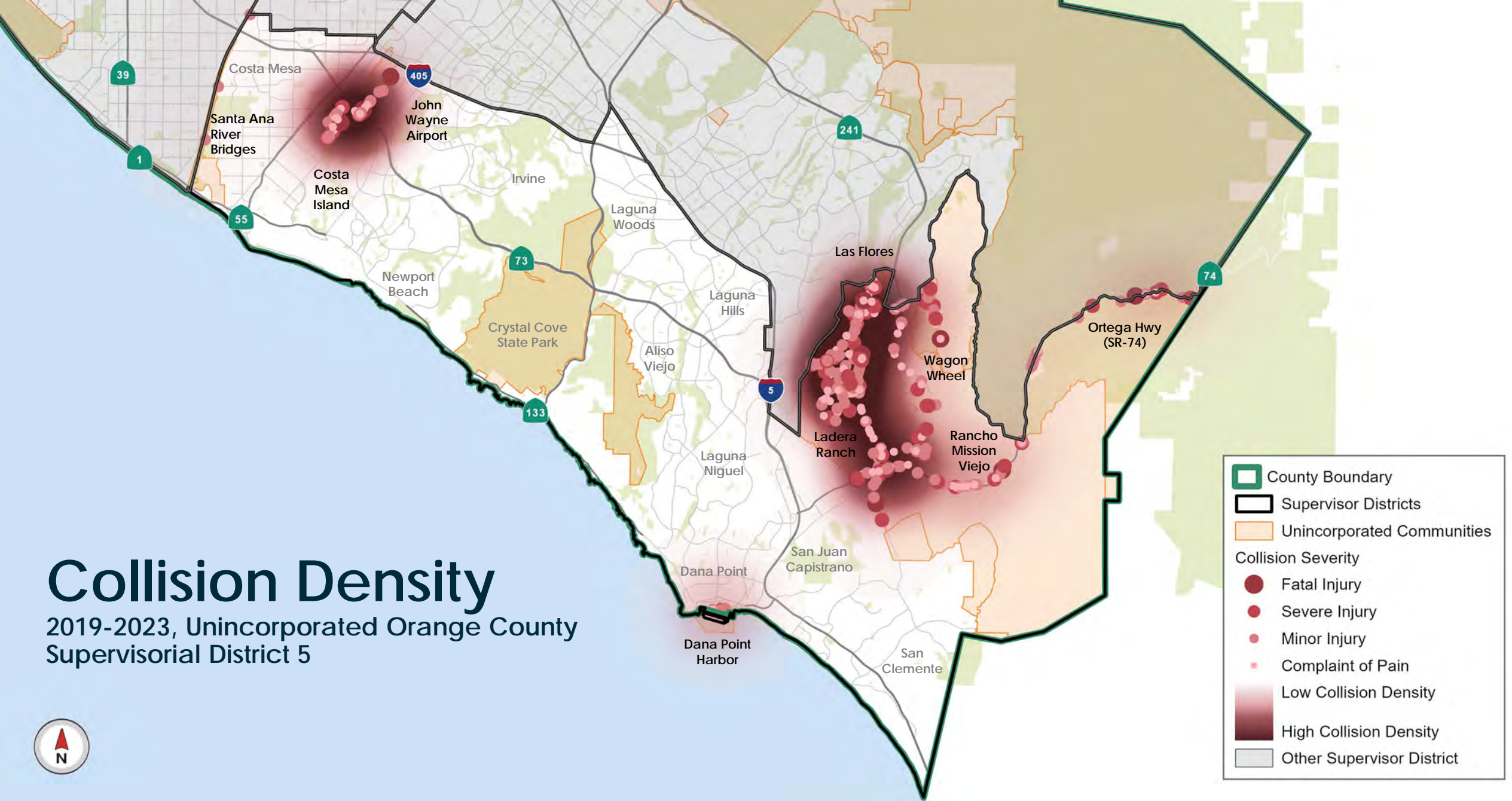
## Injury Collisions By Severity:

Complaint of Pain	225 (48%)
Other Visible Injury	175 (37%)
Severely Injured	58 (12%)
Fatality	5 (3%)



# Collision Density

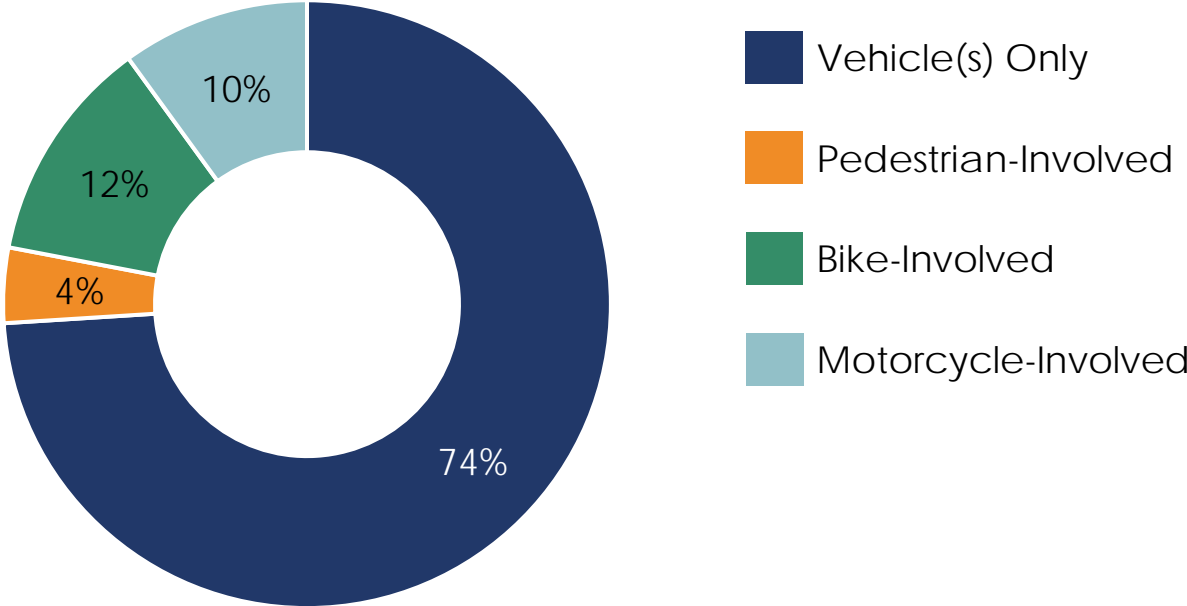
2019-2023, Unincorporated Orange County  
Supervisorial District 5



# Collisions by Mode

2019-2023, Unincorporated Orange County  
Supervisorial District 5

## All Injury Collisions



## All Injury Collisions By Mode:

Vehicle(s) Only	352 (17%)
Bikes	55 (12%)
Motorcycles	48 (10%)
Pedestrians	17 (4%)

- Note:
- 1 collision involved both motorcyclists & bikes
  - 1 collision involved both pedestrians and bikes

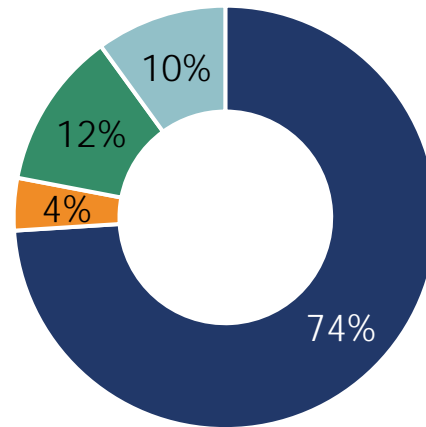


# Collisions involving Vulnerable Road Users

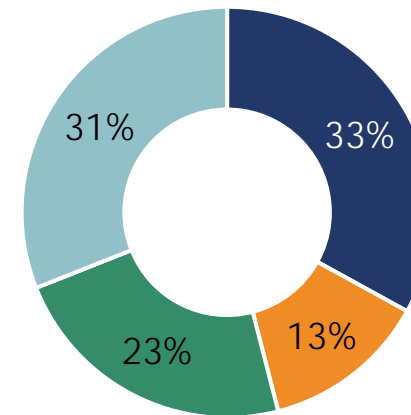
2019-2023, Unincorporated Orange County  
Supervisorial District 5

Collisions involving pedestrians, bicyclists, or motorcyclists account for 26% of all injury collisions, but disproportionately make up 67% of those resulting in fatalities or serious injury.

## All Injury Collisions



## KSI Collisions



Vehicle(s) Only

Pedestrian-Involved

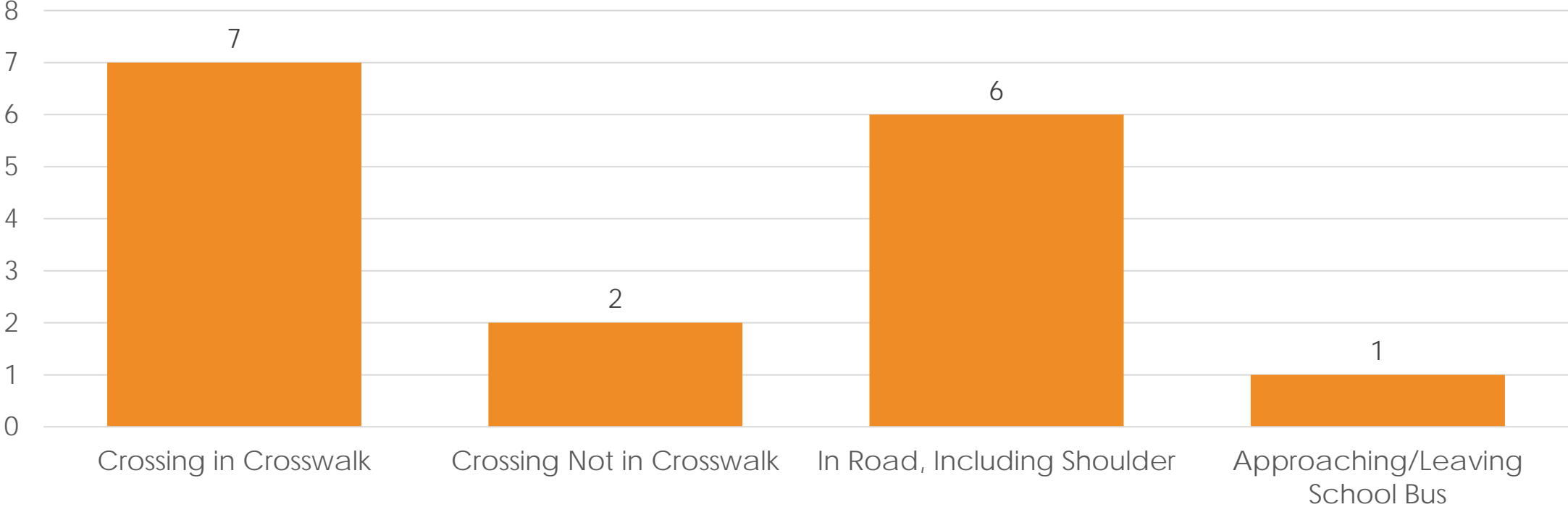
Bike-Involved

Motorcycle-Involved



# Pedestrian Actions Before Collision (All Injury)

2019-2023, Unincorporated Orange County  
Supervisory District 5



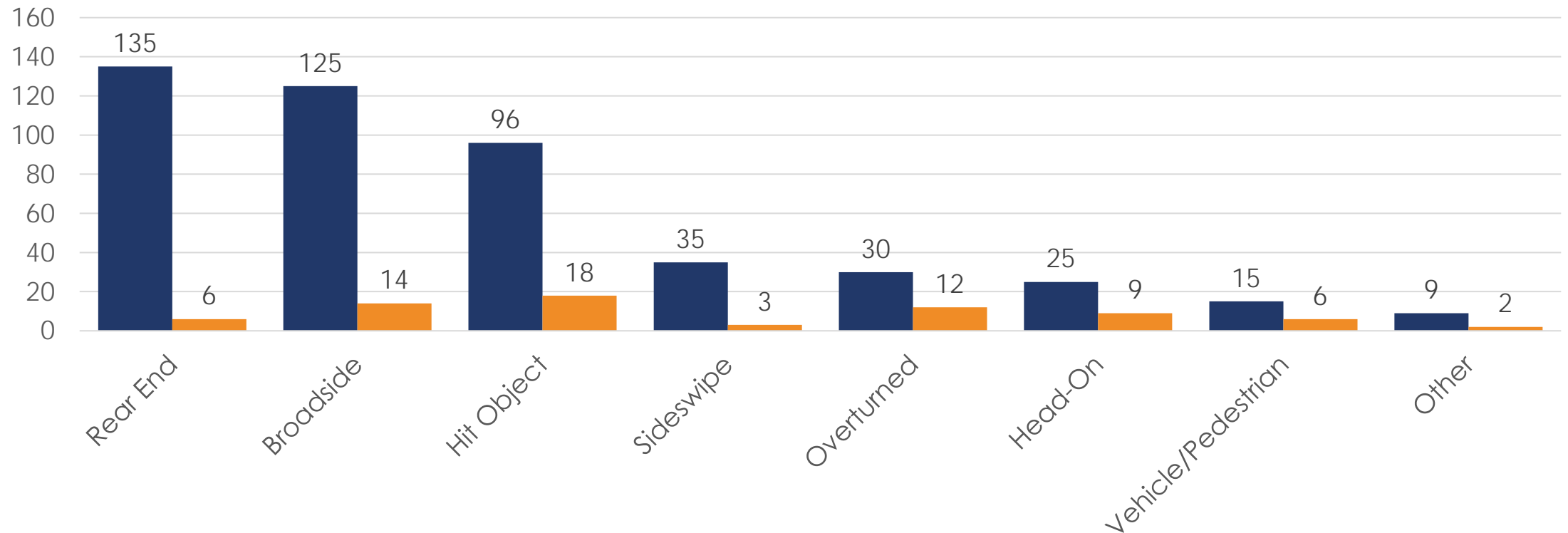
**Key Takeaway:** Half of injury collisions involving pedestrians occurred in locations without dedicated pedestrian facilities.



# Collision Type

2019-2023, Unincorporated Orange County  
Supervisorial District 5

■ All Injury Collisions ■ KSI Collisions



**Key Takeaway:** Although Rear-End and Broadside collisions are the most common, Hit Object collisions result in the highest number of fatalities or serious injuries, followed by Broadside and Overturned collisions.



# Top Violations (All Injury Collisions)

2019-2023, Unincorporated Orange County  
Supervisory District 5



**Key Takeaway:** Unsafe Speed is the leading violation for injury collisions, followed by Improper Turning (turning violations) and Traffic Signals & Signs.



# Additional Factors

2019-2023, Unincorporated Orange County  
Supervisorial District 5

All Injury  
Collisions



10% Involved Alcohol



6% were Hit & Runs

KSI Collisions



14% Involved Alcohol



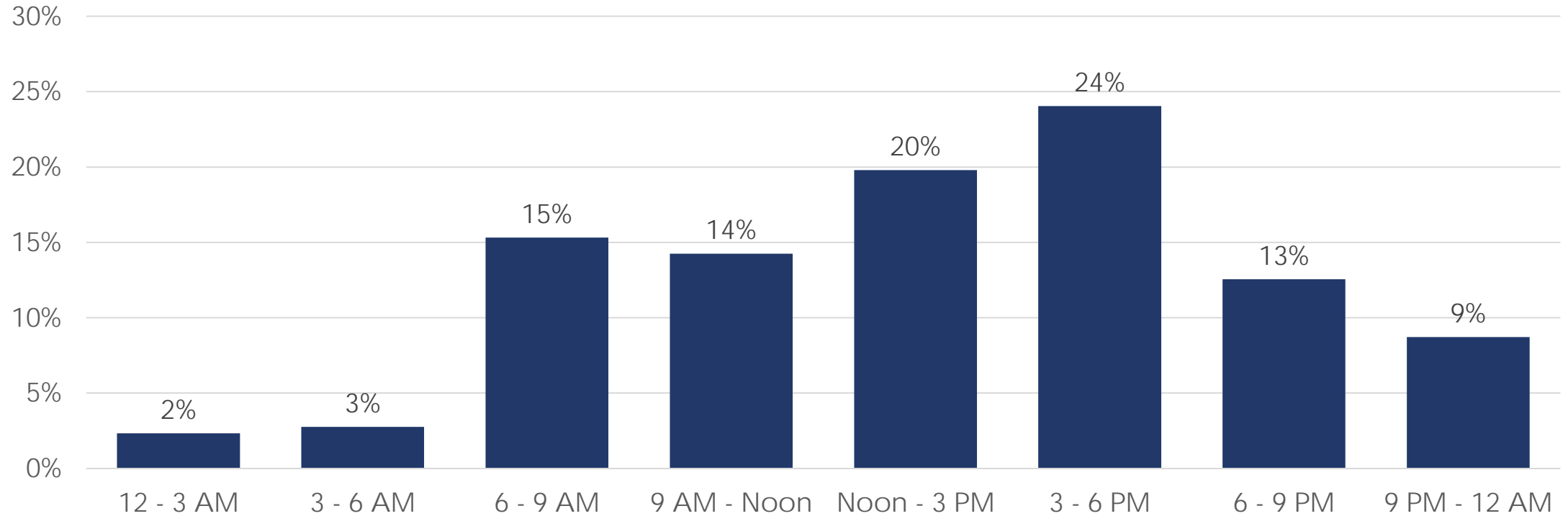
3% were Hit & Runs

**Key Takeaway:** 10% of injury collisions involved an impaired road user. The percentage increases to 14% for KSI collisions.



# Time of Day (All Injury Collisions)

2019-2023, Unincorporated Orange County  
Supervisorial District 5

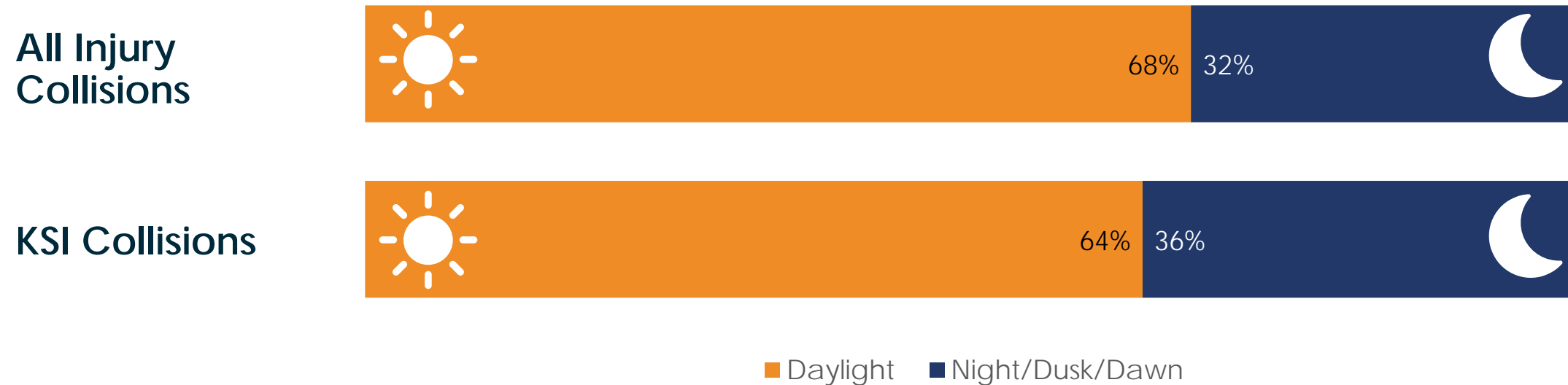


**Key Takeaway:** The largest share of injury collisions occurred in the evening between 3 – 6 PM when many people are returning from work.



# Time of Day

2019-2023, Unincorporated Orange County  
Supervisorial District 5

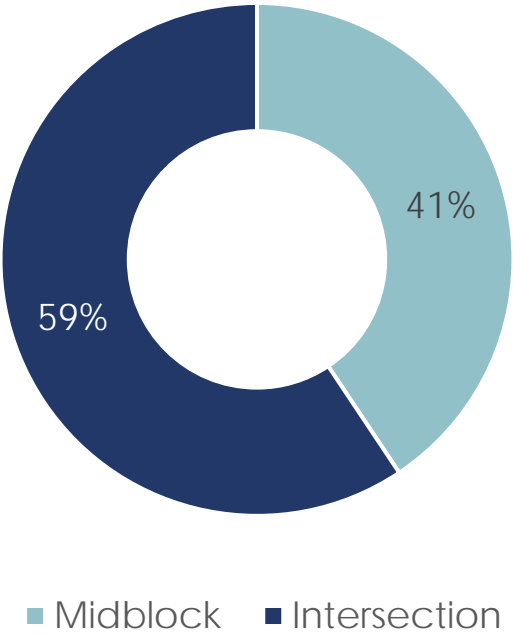


**Key Takeaway:** While only 32% of injury collisions occur at night, 36% of collisions resulting in fatalities or serious injury occur at night, highlighting a disparity in crash severity after dark.

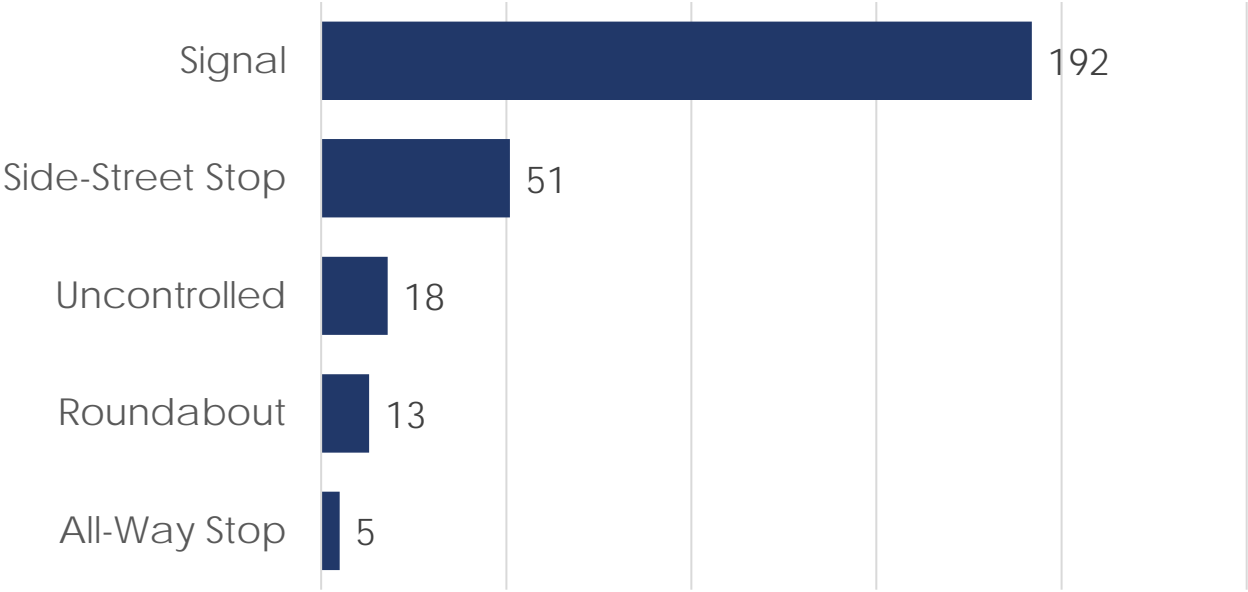


# Location (All Injury Collisions)

2019-2023, Unincorporated Orange County  
Supervisory District 5



## Intersection Control

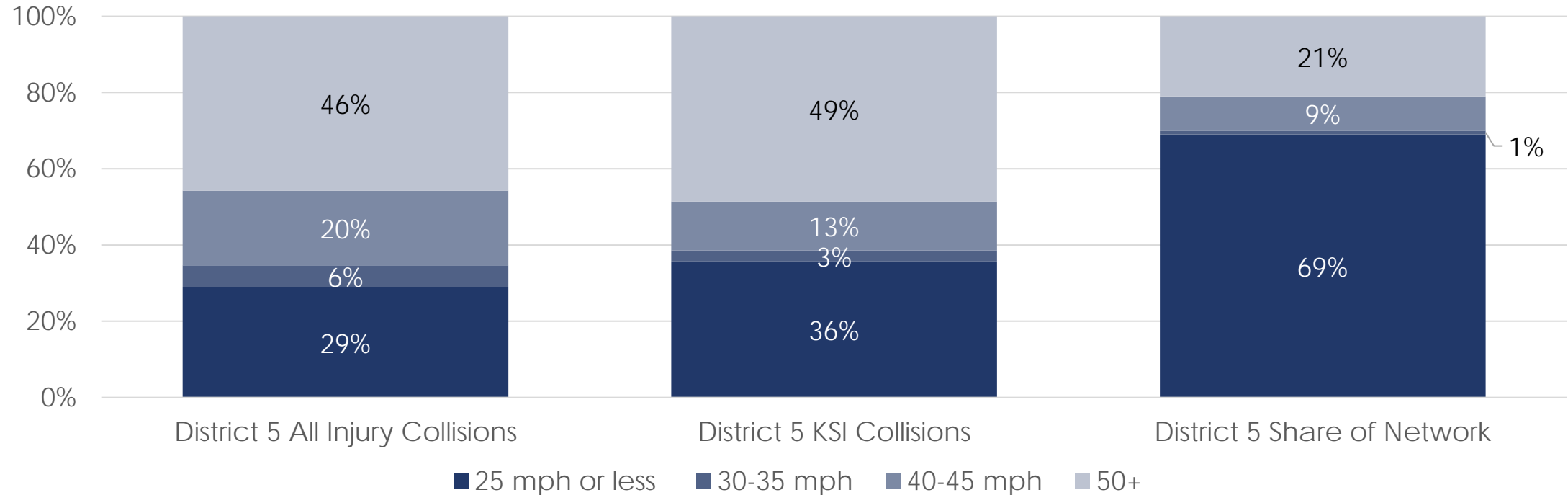


**Key Takeaway:** Most injury collisions (59%) occurred at intersections. Of the injury collisions that occurred at intersections, most occurred at signalized intersections.



# Posted Speed (All Injury Collisions)

2019-2023, Unincorporated Orange County  
Supervisorial District 5

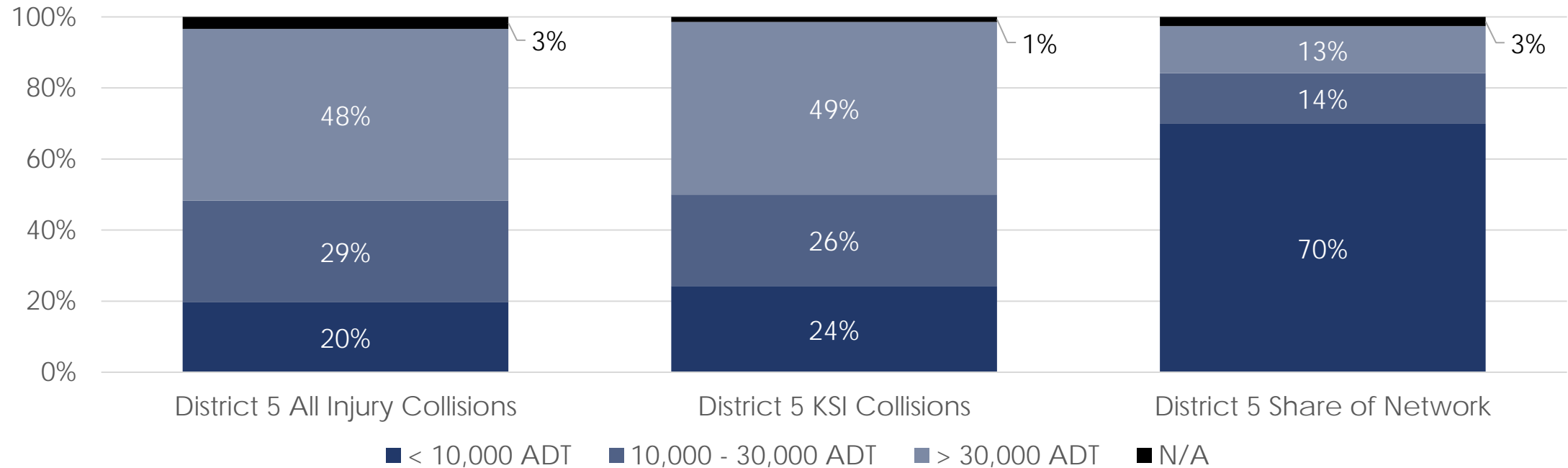


**Key Takeaway:** Even though roads with speed limits of 40 mph or more make up just 30% of the streets within Unincorporated Orange County in Supervisorial District 5, they are where 65% of injury crashes and 61% of serious or fatal crashes happen—showing that higher-speed roads carry a much greater risk of injury.



# Average Daily Traffic (All Injury Collisions)

2019-2023, Unincorporated Orange County  
Supervisorial District 5

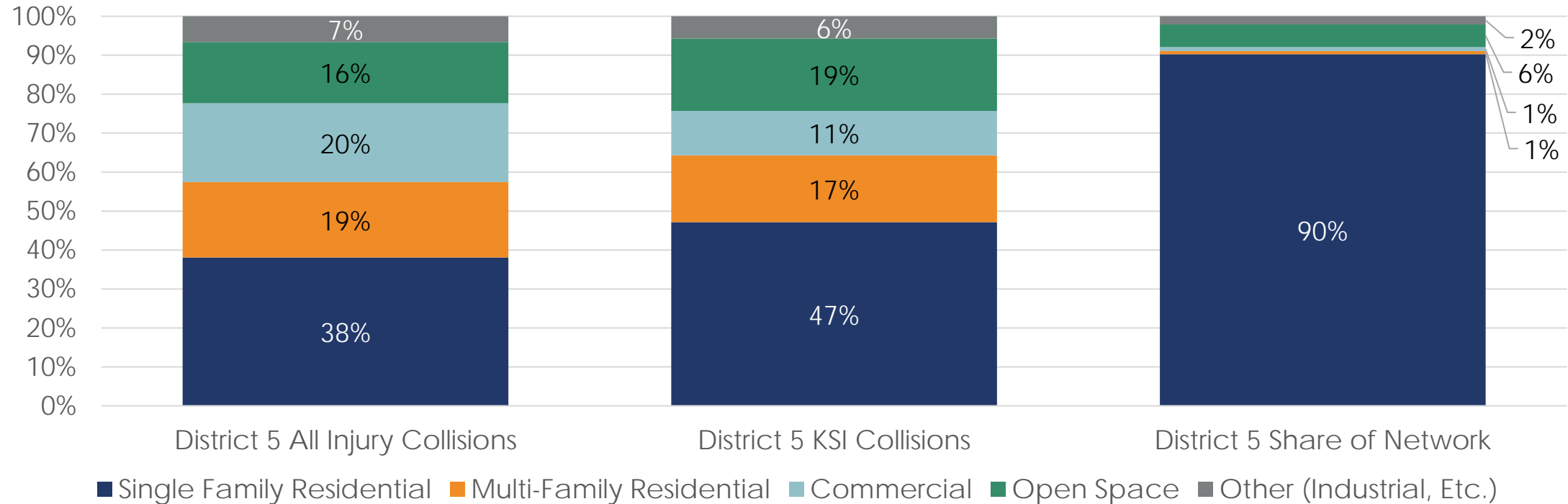


**Key Takeaway:** Roads that carry more than 10,000 vehicles a day make up only 27% of the network within Unincorporated Orange County in Supervisorial District 5, but they're the location of 77% of injury and 74% of KSI collisions —showing a higher risk of injury on busy roads.



# Land Use Distribution (All Injury Collisions)

2019-2023, Unincorporated Orange County  
Supervisorial District 5



**Key Takeaway:** Collisions within Unincorporated Orange County in Supervisorial District 5 disproportionately occur near Multi-Family Residential, Commercial, and Open Space at higher rates than other Land-Uses.

